

Report of Survey for Repairs, &c., of Engines and Boilers.

W.D. 22 MAR 1893

(Received at London Office)

Date of writing Report 22. 3. 93 18 When handed in at Local Office 18 Port of London

No. in Reg. Book. Survey held at London Date, First Survey Mar: 1 Last Survey Mar 3 1893

127 on the Machinery of the Wood, Iron or Steel S.S. "London" Master (No. of Visits 2)

Tonnage Gross 1579 Net 996 Vessel built at Newcastle By whom A. Leslie & Co. When 1862 - 3

Registered Horse Power 120 Engines made at Sktton When 1883 Boilers, when made (Main) 1883 (Donkey)

No. of Main Boilers Owners J. Hall jun. & Co Port London Voyage

Steam Pressure in Main Boilers 80 lbs. N Surveyed Afloat or in Dry Dock London

in Donkey Boiler (State name of Dock.)

Last Survey No. 3097 Port Hon

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

If the Survey is not complete state what arrangements have been made for its completion?

At owners request examd. Low Pressure cylinder, which was found to be cracked from top to bottom, abreast of steam inlet to jacket, this has been temporarily repaired by screw plugs in line of crack about four inches apart & a screwed stay through to outside casing about the middle of the stroke, (a stay on each side of crack), to enable the vessel to make the voyage.

The owners propose to fit a cast iron liner in cylinder on vessels return viz: about the first week in April

General Observations, Opinion, and Recommendation:— As far as seen this vessel (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 9,92, B.&M.S. 9,92 or L.M.C. 9,92, as the case may be.)

appr: eligible to remain as classed, subject to the permanent repairs being effected as stated above.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	✓	✓	18
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	Received by me, 18

* State if Certificate is required

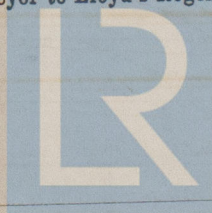
Committee's Minute

Assigned

TUES. 28 MAR 1893

FR. 2 JUN 1893

Geo. J. Wilkinson
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



Lloyd's Register
Foundation

Lon 698-0301

It is submitted that
this vessel is eligible to
remain AS CLASSED.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

On account of wear & tear
the L.P. cylinder was found
to be cracked & has been
temporarily repaired—
A cast iron liner
will be fitted in
this cylinder on
the vessel's return
about the 1st week
in April—
24/3/93—



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