

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

(Received at London Office TUES. 25 MAY 1893)

Date of writing Report 24.5.93 18 93 When handed in at Local Office 18 Port of London

No. in Reg. Book 322 Survey held at London Date, First Survey May 16 Last Survey May 18 1893
 on the Machinery of the Wood, Iron or Steel S.S. "Godiva" Master (No. of Visits 3)

Tonnage Gross 1366 Net 887 Vessel built at Middlesbrough By whom R. Griggs & Sons When 1882 - 10

Registered Horse Power 115 Engines made at do When 1882 Boilers, when made (Main) 1882 (Donkey)

No. of Main Boilers 2 Owners Dem. & Barb. S. S. Co Port London Voyage

Steam Pressure in Main Boilers 80 lbs. N Surveyed Afloat or in Dry Dock Barter's
 in Donkey Boiler (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A1</u>		<u>-1 LMC 9.90</u>
<u>2.93.</u>		<u>B.S. 1.92</u>
<u>S.S. Lon. no 2-90</u>		

Last Survey No. Port
 Particulars of Examination and Repairs (if any) Damage

(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?

Vessel placed in dry dock, sea combrs. examd. & found in good condn. Recomd. propeller to be removed, tail shaft drawn, examd. found in good condn. the stern bush rounded & propeller refitted. Recomd. crank shaft to be opened out, examd. found in good condn.

The owners propose to complete the B.S. on vessel's return from present Voy. see Ltr. attached. - The donkey boiler has to be repaired & all Safety Valves adjusted under steam.

General Observations, Opinion, and Recommendation:— *As far as seen this vessel appears*

(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.)

eligible to remain as classed

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ ✓ : ✓
 Special Damage Fee (per Section 28) £ 2 : 2
 Travelling Expenses (if chargeable) £ : :

Fees applied for

21/5 1893

Received by me,

11/8 1893

Geo. E. Wilkenson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute TUES. 20 JUN 1893

FRI 22 SEP 1893

Assigned

Deferred

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.

And to have record of BS. 2.93
when the donkey boiler
has been satisfactorily
repaired.
on account of damage the
tail shaft & crankshaft
have been examined, &
the stern bush
removed —

MJ 3/5/93—

MA 17.6.93



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