

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

(Received at London Office) THURS. 14 SEP 1893

Date of writing Report 13. 9. 93 18 When handed in at Local Office 18 Port of London

No. in Reg. Book. Survey held at London Date, First Survey Sept. 6 Last Survey Sept. 12 1893

333 on the Machinery of the Wood, Iron or Steel S.S. "Godiva" Master (No. of Visits) 3

Tonnage { Gross 1366 Net 857 Vessel built at Middlesbrough By whom R. Braggs & Sons When 1882 Boilers, when made (Main) 1882 (Donkey)

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

No. of Main Boilers 1 Owners Dem. & Barb. S.S. Co. Port London Voyage

Steam Pressure in Main Boilers 80 lbs. Surveyed Afloat or in Dry Dock East India (State name of Dock)

in Donkey Boiler

Last Survey No. 5438 Port London

Particulars of Examination and Repairs (if any) Which Boiler

(Periodical Surveys, when held, must be reported in detail and serialim 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?

The repairs necessary to place this boiler in good condition being found so extensive, the owners propose to fit a new Which boiler on the vessel's return from the present intended voyage in three months time.

Two of the front plates are now removed than not been replaced.

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.)

appears eligible to remain as classed.

\*State if Certificate is required

Committee's Minute FR 22 SEP 1893

Assigned B.S. 2. 93

subject. Write Over L. 22. 9. 13

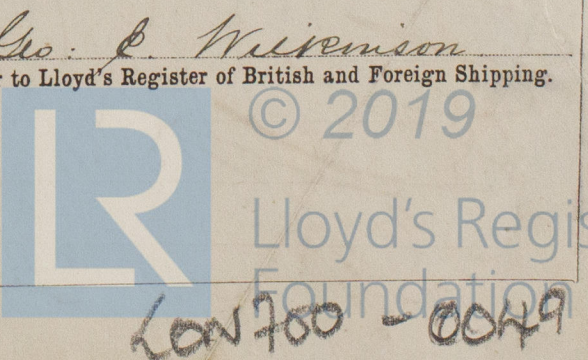
State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

\*Certificate to be sent to

14-LRFB—Form No. 2—Transfer Ink—10/100, 20/1/93.  
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book.

CHARACTER * for Special Survey, Date of last Survey and of Periodical Surveys.		Years Assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
-100 A1			-1 LMC 9. 90
5. 93			B.S. 1. 92.
S.S. Lon. No 2 - 90			





It is submitted that  
this vessel is eligible for  
the RECORD BS 2 93 -

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.

subject to the donkey boiler  
not being used again —  
owing to the extensive repairs  
which the donkey boiler  
would require, it  
has been decided  
to place a new  
one on board  
on the vessel's  
return —

MR  
18/9/93 —

