

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

(Received at London Office)

FRI. JUN 19 1896

Date of writing Report 17 June 1896 When handed in at Local Office 18 Port of London  
 No. in Reg. Book Survey held at London Date, First Survey 29 April Last Survey 16 June 1896  
472 on the Machinery of the Wood, Iron or Steel S. S. "London" Master P. W. Kingford  
 Tonnage { Gross 1579 Vessel built at Newcastle By whom A Leslie & Co When 1862-3  
 { Net 996 Engines made at Stockton When 1883 Boilers, when made (Main) 1883 (Donkey) 1883  
 Registered { Horse Power 139 Owners J. Hall Junr & Co Port London Voyage Mediterranean  
 No. of Main Boilers 2 No. of Donkey Boilers one  
 Steam Pressure in Main Boilers 80 lbs Surveyed Afloat in Dry Dock London & Bridge Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers 50 lbs

Last Survey No. PortParticulars of Examination and Repairs (if any) Boiler Survey

(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.)

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).
+100 H. 3.95-		+NE & B 83
S.S. Hpl No 3-6.83		+LML 9.95-
S.S. Lon No 2-91		NAB 83.

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?

Has the propeller shaft been drawn and examined at this time?

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

Vessel placed in dry dock. Examined propeller, propeller shaft (drawn), Stern Bush (rewooded), and all sea connection fastenings and found satisfactory.  
 Examined Main Boilers externally and internally & found them in good condition.  
 Examined Safety valves & found satisfactory.  
 Examined Donkey Boiler externally and internally and found it in good condition.  
 Examined Safety Valve and found satisfactory.  
 Examined Main & Donkey Boilers under steam and adjusted Safety valves to working pressures.

General Observations, Opinion, and Recommendation:—The Machinery of this vessel, so far as seen, is now in a safe working condition and eligible, in my opinion, to have B.S. 6.95- Recorded in the Register of this Society.

Office or Registration Fee (per Sec. 27) £ 2.0.0  
 Survey Fee (per Section 28) £ 0.4.0  
 Special Damage Fee (per Section 28) £ 1.10.0  
 Travelling Expenses (if chargeable) £ 0.0.0

Fees applied for

25/6/1896

Received by me

17/7/96

\*State if Certificate is required

FRI. JUN 26 1896

Committee's Minute

Assigned

1256.96

Thomas R Blackie  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



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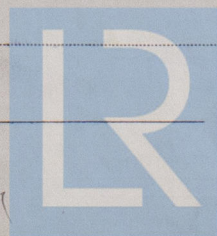
Foundation 0248



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.

It is submitted that  
this vessel is eligible for  
THE RECORD B.2.6.96

*[Signature]*  
25.6.96



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THE SURVIVORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.