

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

(Received at London Office

MUN 5 SEP 1898

Date of writing Report *Sept 5th 98* When handed in at Local Office *18* Port of *London*
 No. in Reg. Book. *419* Survey held at *London* Date, First Survey *July 28* Last Survey *Sept 3rd 1898*
 on the Machinery of the *Wood, Iron & Steel* *P.P. Gordon* Master *Young*
 Tonnage { Gross *493* Net *311* Vessel built at *London* By whom *A. & H. Green* When *1889* Boilers, when made (Main) *1889* (Donkey) *1889*
 Registered Horse Power *152* Engines made at *London* Owners *London County Council* Port *London* Voyage *Ferry*
 No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock *Survey & a Gordon* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 No. of Donkey Boilers *0* Steam Pressure in Main Boilers *30 lbs* in Donkey Boilers *0*

Last Survey No. *P.P. No. 3* Port *London*Particulars of Examination and Repairs (if any) *P.P. No. 3*

(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?

To 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 under steam?

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

If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Examined Boilers int: and ext: and Safety Valves, also Cylinders, pistons, valves, pumps & Condenser, Sea & Bilge connections, crank & paddle shafts and paddle wheels, all in good condition.

Safety valves adjusted under steam as above.

General Observations, Opinion, and Recommendation:— *This vessel's Machinery is now in good condition & in my opinion the vessel is eligible for the record & L.M.C. 9.98*

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.97, B.&M.S. 9.97 or L.M.C. 9.97, 110 lb., F.D., &c.)

Office or Registration Fee (per Sec. 27) £ *4.10.0*
 Survey Fee per Section 28. £ *4.10.0*
 Special Damage Fee (per Section 28) £ *9.0*
 Travelling Expenses (if chargeable) £ *4.1.0*

Fees applied for *30/9 98*
 Received by me *17/10 98*

P.M. Salmon
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required

Committee's Minute

Assigned *+ L.M.C. 9.98*

TUES. 4 OCT 1898



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Lloyd's Register Foundation

LON 716-0382

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

+Lm. 69.98

LL
30/9/98

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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