

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

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THURS 7 NOV 1889

No. 1164 Date of Writing Report Nov 6th 1889 Port of London
 No. in Reg. Book 1164 Survey held at London Date, first Survey Nov 2nd Last Survey Nov 2nd 1889
 on the Machinery of the S. S. Countess of Götland Master No. of Visits 1
 Tonnage { Gross 338 Net 230 Vessel built at London By whom Stewart & Latham When 1888 YEAR. MONTH. 8
 Registered Horse Power 92 Engines made at " When 1888 Boilers, when made (Main) 1888 (Donkey) ✓
 No. of Main Boilers 1 Owners Greenwich Ferry Co Ltd Port London Voyage Paris France
 Steam Pressure in Main Boilers 100 If Surveyed Afloat or in Dry Dock Mountain's
 in Donkey Boiler ✓ (State name of Dock.)

Last Survey No. Port Class of Vessel & Machinery A1. 12.88
 (As in Register Book, including date of last Boiler Survey.) + L.M.C. 12.88

Particulars of Examination and Repairs (if any) Annual
 (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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?
 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?

Sea connections & propeller fastenings examined satisfactory

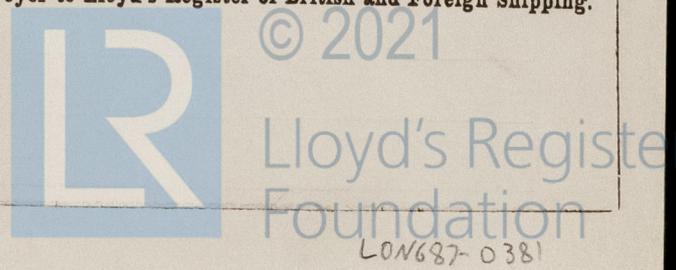
General Observations, Opinion, and Recommendation:— As far as seen this
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)
records machinery is in good condition & she is
eligible in my opinion to remain as classed

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	188
Special Damage Fee (per Section 28).....	£	:	:	received by me,
*Certificate (if required) as per margin.....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	188

Francis Peterson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES 12 NOV 1889 TUES 10 NOV 1889

Assigned Remain as classed



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

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

T. & S. Form No. 9—Transfer Ink—600, 28/1/89. * Cert. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Ly Ship

LON687-0381

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 to remain as classed.

N.A.
11-11-89



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