

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

53170

(Received at London Office) MON. 4 JUL 1892

No. _____ Date of Writing Report 2nd July 1892 Port of London
 No. in Reg. Book 253 Survey held at London Date, first Survey 17th May Last Survey 1st July 1892
on the Machinery of the SS. Gordon Master Young No. of Visits 4
 YEAR. MONTH.
 Tonnage { Gross 193 Vessel built at London By whom R. H. Green When 1889 2
 Net 311
 Registered Horse Power 100 Engines made at Greenwich When 1889 Boilers, when made (Main) 1889 (Donkey) None
 No. of Main Boilers 2 Owners London County Council Port London Voyage Woolwich Ferry
 Steam Pressure in Main Boilers 30 lb If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery AI
 in Donkey Boiler None (State name of Dock.) In river on Gordon (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 4.91
 Last Survey No. _____ Port _____ L.M.C. 3.89

Particulars of Examination and Repairs (if any) Special Survey N^o 1

(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 Main Boiler separately and make a thorough examination at this time? Yes

Do. " Donkey " " " None

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? Yes

At what pressure were they afterwards adjusted under steam? 30 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? _____

To what pressure were they afterwards adjusted _____

The vessel was placed on the ground
Examined paddle wheels & sea connections with their respective fastenings
found all in good order

Examined cylinders, pistons, slide valves all pumps with their
buckets valves & connections, Condenser, all bilge connections with
their roses, Crank & paddle wheel shafting - found all in good
working order

Examined main boilers internally and externally also their safety
valves found all in good working order, tested same under steam
and adjusted their safety valves to lift at 30 lb pres. per sq. in.

General Observations, Opinion, and Recommendation:— The machinery now being

(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. 1,01, B.&M.S. 1,01 or L.M.C. 1,01, as the case may be.)

in good working order the vessel in my opinion is eligible
to remain as classed and have the notification L.M.C. 7.92 recorded
in the Register book

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	<u>4/11 1892</u>
Survey Fee (per Section 28).....	£ <u>15</u> 0 0		
Special Damage Fee (per Section 28).....	£ : :		
Travelling Expenses (if chargeable).....	£ : :	Received by me,	<u>12/10/1892</u>

Robt Balfour
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

TUES. 5 JUL 1892

Committee's Minute

Assigned

+ L.M.C. 7.92



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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

16-11111-Form No. 9 - Transfer Ink - 5,000, 27/2/92.

(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.

It is submitted that
this vessel is eligible for
THE ABORD + L.M.C. 7-92

N.A.

4-7-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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