

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

(Received at London Office MON. API 1895)

Date of writing Report *6<sup>th</sup> April 1895* When handed in at Local Office *18* Port of *Falmouth*  
 No. in Reg. Book. Survey held at *Falmouth* Date, First Survey *1<sup>st</sup> April* Last Survey *5<sup>th</sup> April 1895*  
*192* on the Machinery of the *Wood, Iron or Steel* *S. S. "John Pender"* Master *A. J. Bonitto*  
 Tonnage { Gross *1213* Vessel built at *Inverkeithing* By whom *J. Scott & Sons* When *1875* Boilers, when made (Main) *1887* (Donkey) *1887*  
 { Net *706* Engines made at *Inverkeithing* When *1875* Boilers, when made (Main) *1887* (Donkey) *1887*  
 Registered Horse Power *98* Owners *Eastern Telegraph Co (Lim) Port London* Voyage *Vigo*  
 No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock *Afloat and in Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Steam Pressure in Main Boilers *80 lbs*  
 in Donkey Boiler *80 lbs*

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) *Placed in D.D. to paint bottom + 90 A1 11, 93*

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *No*  
 Do. " Donkey " " " *No*  
 If this was not done, state for what reasons? *No opportunity given, and not due*  
 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? *No*  
 At what pressure were they afterwards adjusted under steam? *✓*  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *No*  
 To what pressure were they afterwards adjusted? *✓*

If the Survey is not complete state what arrangements have been made for its completion? *The Owners wish to defer adjusting the Safety Valves until the vessels return to London in October next, the vessel placed in Dry Dock to paint bottom, fastenings of sea cocks, and valves, outer end of Stern Bush, Tail Shaft, and Propeller examined and found good, a short length of the main Steam Pipe has been repaired with a new Flange with a deep fillet, and tested by hydraulic pressure to 160 lbs per inch found tight and satisfactory.*

General Observations, Opinion, and Recommendation: — *The Machinery and Boilers as far as seen, are in a good, and efficient condition, and are in my opinion eligible to remain as classed, without fresh record in the Register Book until the Safety Valves have been adjusted and again seen by a Surveyor to the Society*

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for
Survey Fee (per Section 28)	£ :	18
Special Damage Fee (per Section 28)	£ Nil:	Received by me,
Travelling Expenses (if chargeable)	£ : :	18

*R. H. Cooper*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required \_\_\_\_\_  
 Committee's Minute *'HUR 11' APL 1895*  
 Assigned *Deferred*

FRI 12 JUL 1895 TUES. JAN 28 1896  
 FRI. JAN 31 1896 © 2019  
 Lloyd's Register Foundation  
 FAL136-0228

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