

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

48393

No. 284 Date of Writing Report May 4<sup>th</sup> 1888 Port of London (Received at London Office, FRIDAY 4 MAY 1888)  
 No. in Survey held at London Date, first Survey April 26<sup>th</sup> Last Survey May 3<sup>rd</sup> 1888  
 Reg. Book. (No. of Visits 5)  
284 on the Machinery of the S. S. John Grafton Master W. Steby Tons 367 Net 592 Gross  
 If Surveyed Afloat or in Dry Dock Dry dock Vessel built at Newcastle in 1883 Engines made in 1883  
 (State name of Dock.)  
 N.H.P. 80 No. of Main Boilers 1 Made in 1883 Donkey Boiler made in 18 Working Pressure, Main Boilers 45 lbs.;  
 Working Pressure, Donkey Boiler 50 lbs.; Owners Messrs Clarke & Co Port London  
 Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ Class of Vessel and Machinery 100 A.1.  
 (As in Register Book.) L.M.C 12-83

## Particulars of Repairs and Examination

(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? yes

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?

Vessel placed in dry dock, examined sea connections & propeller fastenings, & found them in good condition. Tail shaft down 3/16" in stern bush

Examined cylinders, slides, pistons, & pumps, & valves, also crank & thrust shafts, & found them in good order, recommended bilge valve seats to be pinned into place, which has been done

Examined main boilers inside & outside, also dome, & found one nut cracked on combustion chamber screwed stays, which has been renewed; every thing else in good condition

Examined safety & stop valves, & found valve seat in the latter loose, this has been properly secured

Examined donkey boiler & found it in good condition  
 Tested & set safety valves on main boiler to 45 lbs per sq" also tested & set safety valve (one) on donkey boiler to 50 lbs per sq" inch

## General Observations, Opinion, and Recommendation:--

(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.)  
The machinery of this vessel is now in a good & efficient condition, & eligible to be marked with L.M.C. 4.88. in the register book, provided that the boiler is again examined as per rule

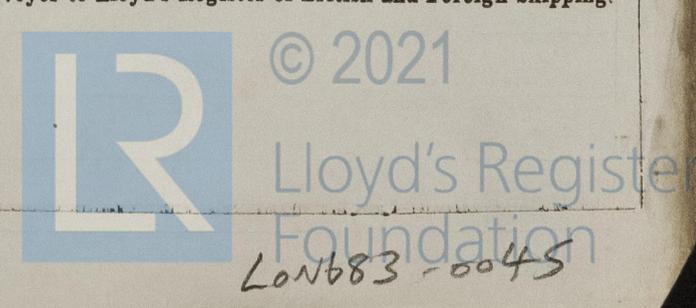
Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 3 : 3	188
Special Damage, Fee (per Section 28).....	£ : :	received by me,
*Certificate (if required) as per margin.....	£ : 2 : 6	
Travelling Expenses (if chargeable).....	£ : :	188

*Maurice Pitson*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute MAY 8 MAY 1888

Assigned + L.M.C 4/88

T. & S. Form No. 9—Transfer Ink—3000, 22/12/87. \* Certificate to be sent to the Registrar of the Port of London, and when, one will be sent. State if a Report is also sent to the H.C. of the S.M. or if not whether, and when, one will be sent. (The Surveyors are requested not to write on or below the space for Committee's Minute.)



It is submitted that this vessel is eligible to have the notification + Lmb 4.88 recorded

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5/5/88

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