

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

No. \_\_\_\_\_ Date of Writing Report *June 3<sup>rd</sup> 1889* Port of *London*  
No. in Reg. Book. *248* Survey held at *London* Date, first Survey *May 24<sup>th</sup>* Last Survey *May 24<sup>th</sup> 1889*  
on the Machinery of the *S. S. John Grafton* Master *Shelley* No. of Visits *1*  
Tonnage { Gross *592* Net *364* Vessel built at *Purcell* By whom *Palmer & Co* When *1883* Boilers, when made (Main) *1883* (Donkey)  
Registered Horse Power *80* Engines made at *Purcell* Owners *S. Clarke & Co* Port *London* Voyage  
Steam Pressure in Main Boilers *75* If Surveyed Afloat or in Dry Dock *Dry Dock* (State name of Dock.)  
in Donkey Boiler Class of Vessel & Machinery (As in Register Book, including date of last Boiler Survey.) *100A1.5.89*  
*SS. No 1. Lon 88* *+LMC.5.88*

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any)

(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?

*This vessel being in the Regents Dock examined sea connections & propeller fastenings & found them satisfactory. Tail end shaft down to total*

General Observations, Opinion, and Recommendation:— *As far as seen the machinery of this vessel is in order & the is classed in my opinion to remain classed as above in the Register Book*  
(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.)

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

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

Committee's Minute

Assigned *Remain as classed*

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

T. & S. Form No. 1. Tm. 1/89. \* Certificate to be sent to the Committee's Minute. (The Surveyor is 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.



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LON686-0226



It is submitted that this vessel  
is eligible to remain as  
classified

A.L.D.

24.6.89

