

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

50782

THURS 19 JUNE 1890

No. *242* Date of Writing Report *June 18 90* Port of *London*  
 Reg. Book. Survey held at *London* Date, first Survey *June 13* Last Survey *June 18 1890*  
 on the Machinery of the *S.S. John Grafton* Master *Melby* No. of Visits *3*  
 Tonnage Gross *592* Net *364* Vessel built at *Newcastle* By whom *Palmer & Co* When *1883* YEAR. MONTH.  
 Registered *80* Engines made at *"* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*  
 Horse Power *one* Owners *A. Blacke & Co* Port *London* Voyage  
 No. of Main Boilers *one* If Surveyed Afloat or in Dry Dock *Regents* Class of Vessel & Machinery  
 Steam Pressure in Main Boilers *45* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)  
 in Donkey Boiler *40* Last Survey No. *100A1-6-89* Port *+ LMC-5-88*

Particulars of Examination and Repairs (if any) *S.S. Lon No 1-88*  
 (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?

*Main & donkey boiler & their respective safety valves examined, result satisfactory.*

*Sea connections in good order*

*Lail shaft found to have worn down in the bush was drawn & new lignum vitae fitted  
 Lail shaft not seen. Is stated by Mr Kennedy Sup<sup>d</sup> to be in good condition*

*Main valves blow at 75 lbs, donkey valves blow at 40 lbs, result satisfactory*

## 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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

*as far as seen this vessel's machinery is in good condition & eligible in my opinion to remain as classed & to have B.S. 6-90 recorded in the Reg<sup>d</sup> Book*

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 1 10 :	19/6 1890
Special Damage Fee (per Section 28).....	£ : :	
*Certificate (if required) as per margin.....	£ : :	Received by me,
Travelling Expenses (if chargeable).....	£ : :	21/6 1890

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

Committee's Minute *FRI 20 JUNE 1890*

Assigned

*B S 6/90*



Lloyd's Register Foundation

LON690-0027

State if a Report is at all now sent on the Ship or if not whether, and when, it will be sent.

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



It is submitted that this  
vessel is eligible to have  
B.S. 6.90 recorded

M.H.

19.6.90

