

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

(Received at London Office, MON 29 SEPT 1890)

No. 15 Date of Writing Report 13 Port of London  
No. in Reg. Book. 104 Survey held at London Date, first Survey 20<sup>th</sup> Sept Last Survey 24<sup>th</sup> Sept 1890  
on the Machinery of the S. S. John Pender Master No. of Visits 3  
Tonnage Gross 1213 Net 706 Vessel built at Inverkeithing By whom J Scott & Sons When 1875  
Registered Horse Power 98 Engines made at Inverkeithing When 1875 Boilers, when made (Main) 1887 (Donkey)  
No. of Main Boilers 2 Owners Eastern Telegraph Co Port London Voyage  
Steam Pressure in Main Boilers 80 If Surveyed Afloat or in Dry Dock Browns Dry Dock Class of Vessel & Machinery +90 Al. 3.90  
in Donkey Boiler (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) (M.C. 287)

Last Survey No. Port Particulars of Examination and Repairs (if any) Part Special Survey

(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?

Examined the Seacocks & connections and found them good.  
Examined the high and low pressure slide valves and found them good.  
All the rest of the machinery is said to have been opened out and closed up again.  
Examined the inside of the two boilers and found them good. The furnaces were bricked up and could therefore not be examined. The safety valves were not opened out.  
The donkey boiler was in use

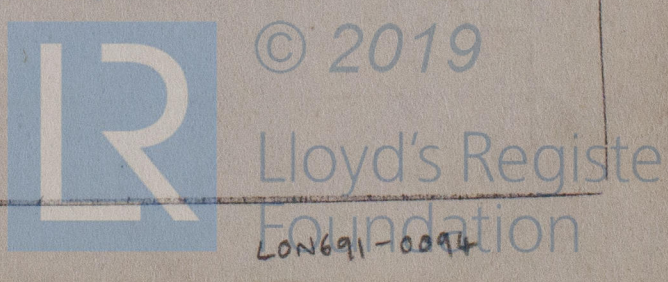
In order to complete the Special Survey it would be necessary to examine the donkey boiler, the main boiler furnaces, all the safety valves, the pumps and both cylinders.  
See also London report (50373)

General Observations, Opinion, and Recommendation:— As far as seen the machinery of this vessel is in a safe working condition and eligible in my opinion to remain as classed.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28) .....	£	3	10	— 13 10 1890
Special Damage Fee (per Section 28) .....	£	:	:	
*Certificate (if required) as per margin .....	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	21/10 189

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

Committee's Minute 21 4 SEP 1891  
Assigned Deferred



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

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



It is submitted that this vessel will be eligible to have L.M.C. 9-90 renewed when the donkey boiler, its safety valves, furnaces and safety valves of the main boilers, pumps, both cylinders, and crank shaft, have been examined, and the safety valves of the main and donkey boilers adjusted under steam.

M.A.

13-10-90

