

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

No. \_\_\_\_\_ Date of Writing Report June 16<sup>th</sup> 1891 Port of London  
No. in Reg. Book 152 Survey held at London Date, first Survey June 10<sup>th</sup> Last Survey June 17<sup>th</sup> 1891  
on the Machinery of the S.S. John Grafton Master Hobey No. of Visits 6  
Tonnage { Gross 592 Vessel built at Newcastle By whom Palmers & Co When 1883 Boilers, when made (Main) 1883 (Donkey) 1883  
Registered Horse Power { Net 367 Engines made at " When 1883 Boilers, when made (Main) 1883 (Donkey) 1883  
No. of Main Boilers one Owners S. Clarke & Co Port London Voyage \_\_\_\_\_  
Steam Pressure in Main Boilers 75<sup>th</sup> If Surveyed Afloat or in Dry Dock Union S. S. Co Class of Vessel & Machinery  
in Donkey Boiler 40<sup>th</sup> (State name of Dock.) \_\_\_\_\_ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)  
Last Survey No. 50482 Port Lon +100 A1.6.90  
+LMC.5.88  
BS.6.90  
S.S. Lon No 1-88

Particulars of Examination and Repairs (if any) Annual B.S.

(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 Main Boiler separately and make a thorough examination at this time?

Yes

Do. " Donkey " " " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

Yes

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Yes

To what pressure were they afterwards adjusted?

Examined main & donkey boilers & their safety valves  
& found them satisfactory

sea connections & prop: partitions satisfactory

Set main safety valves to blow at 75<sup>th</sup> per sq. inch.

Set donkey boiler safety valves to blow at 40<sup>th</sup> 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: 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 & she is eligible in our  
opinion to remain as classed & to have B.S.6.91  
recorded

Office or Registration Fee (per Sec. 27) £ : :  
Survey Fee (per Section 28) £ 1 : 10 :  
Special Damage Fee (per Section 28) £ : :  
Travelling Expenses (if chargeable) £ : :  
\*State if Certificate is required \_\_\_\_\_

Fees applied for

18/6 1891

Received by me,

20/6 1891

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

Committee's Minute FRI 19 JUN 1891

Assigned

B.S. 6/91



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Foundation

LON 693 - 6194



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It is submitted that this vessel  
is eligible for the record

B.S. 6. 91.

C.R.P.

18. 6. 91.



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