

52,287

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

(Received at London Office

THURS. 3 SEP 1891

No. _____ Date of Writing Report 2nd Sept 1891 Port of London
No. in Reg. Book. 169 Survey held at London Date, first Survey 30th June Last Survey 31st Aug 1891
on the Machinery of the S.S. John Pender Master Parkes No. of Visits 10
YEAR. MONTH.
Tonnage { Gross 1213 Vessel built at Switzerland By whom J. Scott & Sons When 1875 11
Net 706 Engines made at Switzerland When 1875 Boilers, when made (Main) 1887 (Donkey) ✓
Registered Horse Power 98 Owners Eastern Telegraph Co. Port London Voyage ✓
No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Both
Steam Pressure in Main Boilers 80 lb (State name of Dock.) West J. D. Class of Vessel & Machinery 1-90A1.390
in Donkey Boiler 60 lb (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 2.87
Last Survey No. _____ Port S.S. Lou. N° 3 10.86 + NB. 2.87

Particulars of Examination and Repairs (if any) S.S. Lou. N° 3

(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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Examined propeller, sea connections & their fastenings - all found satisfactory
" Tail Shaft, Tunnel Shaft & crank shaft - found all in good order
Examined Cyls, pistons, slide valves & casings - all satisfactory
" Pumps & Condenser found same in good order
Examined Main & Donkey boilers int & extn - also their safety valves found all in good order
Tested Main & donkey boilers under steam & adjusted their safety valves to blow at 80 lb & 60 lb respectively

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.)

Sofar as seen the machinery of this vessel is in good working order & eligible in my opinion to remain as classed and have L.M.C. 8.91 recorded in the Register Book

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for	
Survey Fee (per Section 28)	£	2	0	3/9	1891
Special Damage Fee (per Section 28)	£	:	:	Received by me,	
Travelling Expenses (if chargeable)	£	:	:	29/9	1891

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

*State if Certificate is required

Committee's Minute 4 SEP 1891

Assigned Cmb 8/91



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Lloyd's Register
Foundation

LON694-0081

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

*Certificate to be sent to

15.—L. R. F. H.—Form No. 9.—Transfer Book—5,000, 23-2-91.

(The Surveyors are 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.

It is submitted that this vessel
is eligible for the record

L. M. C. 8. 91.

C. S.

3. 9. 91.

