

52,287

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

(Received at London Office THURS. 3 P. 1891)

No. \_\_\_\_\_ Date of Writing Report 2<sup>nd</sup> Sept 1891 Port of London

No. in Reg. Book 169 Survey held at London Date, first Survey 30<sup>th</sup> June Last Survey 31<sup>st</sup> Aug 1891

on the Machinery of the S.S. "John Pender" Master Parkes No. of Visits 10

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 Class of Vessel & Machinery 90A1.390

Steam Pressure in Main Boilers 80 lb (State name of Dock.) West J. D. (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 2.87

in Donkey Boiler 60 lb + NB. 2.87

Last Survey No. \_\_\_\_\_ Port S.S. Lou. N° 3 10.86

Particulars of Examination and Repairs (if any) S.S. at N° 1

(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? 80 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted? 60 lb

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<sup>l</sup> & ext<sup>l</sup> & 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

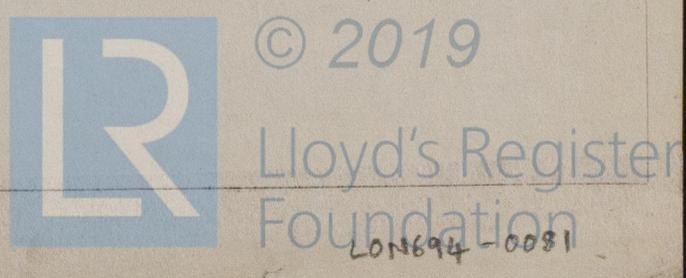
	£	s	d	
Office or Registration Fee (per Sec. 27)				Fees applied for 3/9/ 1891 Received by me, 29/9 1891
Survey Fee (per Section 28)	2	0	0	
Special Damage Fee (per Section 28)				
Travelling Expenses (if chargeable)				

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



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

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

15.-L. R. P. H. Form No. 9. Transfer Ink-5,000, 23-2-91. \*Certificate to be sent to the Registrar as before the space for Committee's Minute.

It is submitted that this result  
is eligible for the record

L. M. C. 8. 91.

C. S.

3. 9. 91.



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