

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

(Received at London Office) WED. 4 MAY 1892

Date of Writing Report 3. 5. 92 18 Port of

Survey held at London Date, first Survey Apr. 20 Last Survey Apr. 30 1892  
on the Machinery of the S.S. "John Grafton" Master No. of Visits 4

Gross 592 Net 267 Vessel built at Newcastle By whom Palmers & Co When 1883-11  
Engines made at do When 1883 Boilers, when made (Main) 1883 (Donkey)  
Owners S. Clarke & Co Port London Voyage  
If Surveyed Afloat or in Dry Dock Regent Class of Vessel & Machinery 1-100 A1  
(State name of Dock.) (As in Register Book, including dates of L.M.C. 5.88  
Special Surveys of Ship and B.S. 6.91  
of last Boiler Survey.) S.S. Lon. No. 1-88

Particulars of Examination and Repairs (if any) S.S. No. 2

(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

due to other causes. State also the dates and initials of any letters respecting this case

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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?

What pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

What pressure were they afterwards adjusted

Vessel placed in dry dock, sea counter: exd. Found in good condn.  
Propeller dismounted. tail shft. drawn, exd. found to be much corroded  
at after end of after liner, recomd. new end to be fitted which has  
been done, the stern bush renewed & propeller refitted  
Exd. cyldrs. slides, air, cyltg. feed & bilge pumps valves all  
found in good condn. Crank & thrust shft. in good condn.  
Main boiler exd. internally & externally. Found in good condn.  
Safety Valves in good condn. & lifted under stm. at 75 lbs  
Which boiler exd. a patch was fitted at bottom end of one of the  
vertical seams, doubting plate fitted (in front) of steam space & baffle  
plate fitted externally. remainder of boiler in good condn. Safety  
Valves in good condn. Lifted under stm. at 40 lbs

General Observations, Opinion, and Recommendation:— The machinery being now in

(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. 1,01, B.&M.S. 1,01 or L.M.C. 1,01, as the case may be.)

good & safe working condn. renders the vessel eligible in my opinion  
to be marked in the Reg. Bk. with L.M.C. 4. 92

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 6/5 18 92  
Survey Fee (per Section 28) £ 3 : 10 : Received by me, 12/5 18 92  
Special Damage Fee (per Section 28) £ : :  
Travelling Expenses (if chargeable) £ : :  
State if Certificate is required

Committee's Minute TUES. 10 MAY 1892

Issued L.M.C. 4. 92



It is submitted that  
this vessel is eligible for  
THE RECORD + LMC 4-92

MA

7-5-92



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