

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

53021
T 18.12 MAY 1892

(Received at London Office)

No. 161 Date of Writing Report 10th May 1892 Port of London
 No. in Reg. Book 161 Survey held at London Date first Survey 18th March Last Survey 6th May 1892
 on the Machinery of the S/S John McIndoe Master St. Johnson No. of Visits 6
 Tonnage Gross 933 Net 575 Vessel built at Newcastle By whom Palmer & Co When 1863
 Registered Horse Power 99 Engines made at London When 1875 Boilers, when made (Main) 1875 (Donkey) 1891
 No. of Main Boilers Two Owners Richmond & Son (Agents) Port London Voyage ✓
 Steam Pressure in Main Boilers 75 If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery 90A1
 in Donkey Boiler None (State name of Dock.) Richmond & Son Dry Dock (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)
 Last Survey No. 691 Port London S.S. Lon: N^o 3.4.80. BS 6.91
 S.S. Shl: N^o 2.88 LMC 7.88.

Particulars of Examination and Repairs (if any)

(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 " " " None

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? (dead weight) 75 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? None

To what pressure were they afterwards adjusted? ✓

Vessel placed in graving dock.

Examined Cyls, pistons, slide valves, steam chests - all found satisfactory

" Surface condenser tubes have been renewed & tested, S^o

" All pumps with their buckets, valves & connections S^o

" Crank, thrust, tunnel & tail shafts found all S^o

" New propeller which has just been fitted S^o

" New stern bush S^o S^o S^o

" All sea connections with their fastenings S^o

" Main boilers & superheater in S^o & S^o also their Safety Valves

Star boiler One patch & two stays renewed in the Star wing Combustⁿ Chamber, S^o

Port boiler One patch renewed & extended in the Port wing Combustⁿ Chamber, S^o

" Two stays renewed S^o S^o S^o

Superheater. Three covering patches fitted on the bottom of the Superheater, S^o

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. 1,91, B.&M.S. 1,91 or L.M.C. 1,91, as the case may be.)

Vessel is now in good working order and in my opinion the vessel is eligible to remain as classed and to have the notification LMC 5.92 recorded in the register book.

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for	17/5/1892 Received by me, 18/5/1892
Survey Fee (per Section 28)	£ 3 : 10 : -		
Special Damage Fee (per Section 28)	£ : :		
Travelling Expenses (if chargeable)	£ : :		

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

*State if Certificate is required ✓
 Committee's Minute FRI 20 MAY 1892
 Assigned LMC 5.92
FRI 20 MAY 1892



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LON690-0164

It is submitted that
this vessel is eligible for
THE RECORD L.M.C. 5-92

W.A.

17-5-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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