

53361

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

WED. 7 SEP 1892

(Received at London Office)

No. _____ Date of Writing Report September 7th 1892 Port of London
 No. in Reg. Book 242 Survey held at London Date, first Survey August 26th Last Survey Sept 6th 1892
 on the Machinery of the S. S. "Jonar" Master J. Wills No. of Visits 3
 Tonnage Gross 3014 Net 1976 Vessel built at Newcastle By whom Wigham Richards & Co When 1889 - 11
 Registered Horse Power 350 Engines made at 5th When 1889 Boilers, when made (Main) 1889 (Donkey) 1889
 No. of Main Boilers 1 Owners Mech 17 & District N.Y. & C. Port London Voyage Philadelphia
 Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock London Graving Dock Class of Vessel & Machinery 100 A.L.
 in Donkey Boiler 1 (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 11.91.

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) Damage Survey

(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?

Do. " Donkey " " "

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?

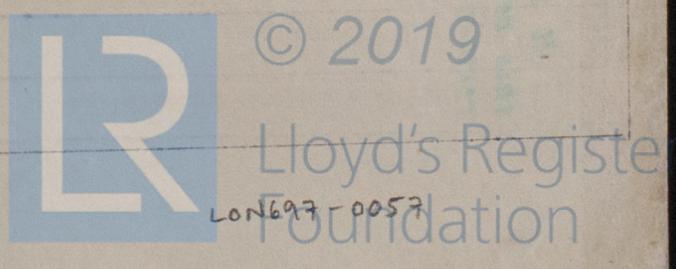
Examined tail shaft, the two old flaws having considerably extended & several fresh circumferential flaws having developed; recommended that a new shaft be fitted.
Repairs. The new propeller shaft has been satisfactorily fitted.

General Observations, Opinion, and Recommendation:— The new propeller shaft having been fitted; it is submitted that the vessel's name be expunged from the Limitation List.

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for 1019/1892 Received by me, 14/9/92
Survey Fee (per Section 28)	£ : :	
Special Damage Fee (per Section 28)	£ 1 : 1 : 0	
Travelling Expenses (if chargeable)	£ : :	

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

*State if Certificate is required
 Committee's Minutes, 13 SEP 1892
 Assigned As now



The Surveyors are requested not to write on or below the space for Committee's Minutes.

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

It is admitted that this vessel is eligible to remain in the class.

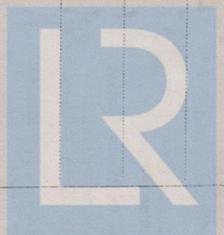
on acct of damage and name removed from limited list a new propeller shaft was fitted

M.A.

12-9-92

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Operations, Objections, and Recommendations



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