

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

(Received at London Office)

V.E.D. 17 MAY 1893

Date of writing Report 16. 5. 93 18 When handed in at Local Office 18 Port of London

No. in Reg. Book. Survey held at London Date, First Survey April 18 Last Survey May 15 1893 (No. of Visits 7)

158 on the Machinery of the Wood, Iron or Steel S.S. "John Drafton" Master

Tonnage Gross 592 Net 367 Vessel built at Newcastle By whom Palmer's Co. When 1883 - 11

Registered Horse Power 80 Engines made at do. When 1883 Boilers, when made (Main) 1883 (Donkey)

No. of Main Boilers 1 Owners S. Clarke & Co Port London Voyage

Steam Pressure in Main Boilers 75 lbs. N Surveyed Afloat or in Dry Dock Regents (State name of Dock.)

in Donkey Boiler 35

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1		+1 LMC 4.92
4.92		
S.S. Lon. No 2-92		

Last Survey No. Port

Particulars of Examination and Repairs (if any) Annual B.S.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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? 75 lbs.

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

To what pressure were they afterwards adjusted? 35 lbs.

If the Survey is not complete state what arrangements have been made for its completion?

Vessel placed in dry dock, sea combs: examd. & found in good condn.

the propeller & its fastenings found & the tail shaft a good fit in stern bush.

Main boiler examd. internally & externally. found in good condition.

Safety valves in good condn. lifted at 75 lbs. under steam.

Winch boiler & safety valve examd. found in good condn. Safety valve lifted at 35 lbs. under steam.

Exhaust shaft examd. the after crank pin found to be badly flawed. This shaft has been cut & two forged cranks & after end now fitted.

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

(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. 9.02, B.&M.S. 9.02 or L.M.C. 9.02, as the case may be.)

& safe working condn. renders the vessel eligible in my opinion to remain as classed than the entry B.S. 5.93 recorded.

Office or Registration Fee (per Sec. 27) £ : :
Survey Fee (per Section 28) £ 1 : 10:
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : :

Fees applied for

17/5/1893

Received by me,

17/5/1893

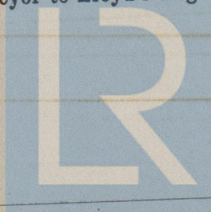
Geo. E. Milnerison
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute

Assigned

FRI 19 MAY 1893

Lloyd's Register
Foundation

LON 698-0542

It is submitted that
this vessel is eligible for
THE RECORD B.S. 5-93 -

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

on account of wear & tear,
the after crankshaft being
found flawed in the
pin, this shaft has
been reconstructed.

Prof 17/5/93 -



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