

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

(Received at London Office)

Date of writing Report *18 May 1896* When handed in at Local Office *10 May 1896* Port of *London*
 No. in Reg. Book. *198* Survey held at *London* Date, First Survey *18 May 1896* Last Survey *16 May 1896*
 on the Machinery of the *Wood, Iron or Steel* *S. S. John Pender* Master *A. J. P. Smith*
 Tonnage Gross *213* Net *706* Vessel built at *Worthing* By whom *J. Scott & Sons* When *1895* Boilers, when made (Main) *'87* (Donkey) *'87*
 Registered Horse Power *98* Engines made at *"* When *1895* Boilers, when made (Main) *'87* (Donkey) *'87*
 No. of Main Boilers *2* Owners *Eastern Telegraph Co. Ltd.* Port *London* Voyage *Suez*
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat in South Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers *80 lb.* (State name of Dock.) *De Caux Dry Dock*
 in Donkey Boilers

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Complete*

(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?

Do.

Donkey

If this was not done, state for what reasons?

Already examined.

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?

Already examined. See London Report attached.

At what pressure were they afterwards adjusted under steam?

75 lb.

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Not then examined.

To what pressure were they afterwards adjusted?

27 lb.

Has the propeller shaft been drawn and examined at this time?

No.

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

Survey has completed.

Now done: Engines tried under steam in port. Main and Donkey Boilers, tried under steam and Safety Valves now adjusted as above.

Propeller and Stern-bush and all Sea Connections examined in dry dock and found satisfactory.

General Observations, Opinion, and Recommendation: *The Machinery of this*

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,95, B.C.S. 9,95 or L. M.C. 9,95, 140 lb., F.D., &c.)

Vessel is in good order and in my opinion eligible to remain as classed and this survey being now completed eligible to have free record of L.M.C. 11 '95 and the vessel name removed from Limitation List as regards Machinery.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	18

*State if Certificate is required

No.

Committee's Minute

Assigned

TUES. JAN 28 1896

FRI. JAN 31 1896

D. Ritchie

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



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LON 707-0429