

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

No. *253* Date of Writing Report *July 26th 1888* Port of *London*
 No. in Reg. Book. *253* Survey held at *London* Date, first Survey *July 19th* Last Survey *July 20th 1888*
 on the Machinery of the *S. S. John Mac Intyre* Master *Johnson* No. of Visits
 Tonnage Gross *991* Net *630* Vessel built at *Newcastle* By whom *Palmer Bros & Co* When *1868*
 Registered Horse Power *99* Engines made at *Farrow* When *1868* Boilers, when made (Main) *1875* (Donkey) *1878*
 No. of Main Boilers *2* Owners *J. Hemmell & Co* Port *London* Voyage
 Steam Pressure in Main Boilers *45 lb* If Surveyed Afloat or in Dry Dock *afloat* Class of Vessel & Machinery *90A1-3-88*
 in Donkey Boiler (State name of Dock.) *LMC-4-84*

Last Survey No. *253* Port *London*

Particulars of Examination and Repairs (if any) *No 2 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 Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?

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?

This vessel being in the Victoria Dock, examined, cylinders, pistons, high & low pressure slide valves & steam chests, also feed & bilge, air & circulating pumps & valves, & thrust, crank & tunnel shafting, two slight circumflaws were found in crankshaft, one on after web & the other on forward side of after pin, but as these did not appear to have extended & were only slightly discernible involved to pass the shaft, other parts of machinery satisfactory

Examined main boilers & superheater also safety valves & stop valves & with the exception of some caulking to be done to shell found them satisfactory. This caulking has been executed.

Safety valves are dead weight - & calculated to blow off at 45 lb

This vessel was docked at Palmer's in March last & new tail end shaft fitted, see report No 21186 Newcastle 6 March 1888.

General Observations, Opinion, and Recommendation:— *The machinery of this vessel being in a satisfactory condition, she is eligible in my opinion to be classed L.M.C. 4-88 in the Register Book*

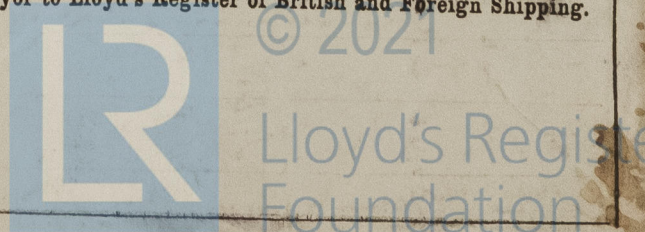
Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 2 : 3 :	<i>20/8 1888</i>
Special Damage, Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	<i>23/8 1888</i>

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

Committee's Minute *TUES 21 AUGUST 1888*

Assigned *LMC 7/88*

Record 55 No 2/88



LON 683 - 0551

T. & S. Form No. 9—Transfer Ink—5000, 25/4/88. * Certificate to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

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

It is submitted that
this vessel is eligible
where TmC 7.88 recorded

Alt

21.8.88.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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