

49633

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

(Received at London Office, JULY 27 1889)

No. _____ Date of Writing Report June 26 1889 Port of London
 No. in Reg. Book. Survey held at London Date, first Survey June 24 Last Survey June 26 1889
253 on the Machinery of the S. S. John M. Futre Master Johnson No. of Visits 2
 Tonnage { Gross 991 Vessel built at Newcastle By whom Palmer Co When 1863 8
 Net 630 Engines made at " When 1863 Boilers, when made (Main) 1875 (Donkey) None
 Registered Horse Power 99 Owners J. Fenwick Port London Voyage _____
 No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Limekilns Class of Vessel & Machinery
 Steam Pressure in Main Boilers 45 (State name of Dock.) _____ (As in Register Book, including date of last Boiler Survey) 90 A1-11-88
 in Donkey Boiler None

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) Annual B.S. LMC. 4-88
B.S. 487
 (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? Sea connections & propeller fastenings & sea coils examined & found in order

Main boilers & superheater examined & with the exception of sundry minor repairs found to be in order. Repairs have been satisfactorily executed. A covering plate put on front of superheater, inside at bottom where putting safety valves over weighed & calculated to blow at 45 lbs per sq inch

General Observations, Opinion, and Recommendation:— The machinery of this vessel as far as seen is in order, & she is eligible in my opinion to remain as classed & to have the notation B.S. 6-89 recorded in the Register Book
 (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. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

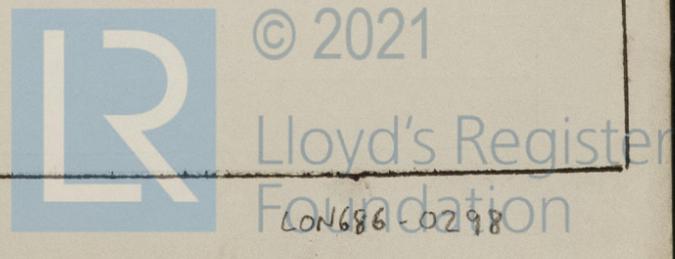
Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	} <u>aff.</u> received by me, 9/7 1889
Survey Fee (per Section 28)	£ 1 : 10		
Special Damage Fee (per Section 28)	£ : :		
*Certificate (if required) as per margin	£ : :		
Travelling Expenses (if chargeable).....	£ : :		

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

Committee's Minute FRIDAY 5 JULY 1889
 Assigned B S 6/89

T. & S. Form No. 9—Transfer Ink—6600, 28/1/89. * 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.



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.

It is submitted that this vessel
is eligible to have
B.S. 6. 89.
recorded—
W.A.
5.7.89

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2021
Lloyd's Register
Foundation