

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

50391

(Received at London Office, FEB 5 1890)

No. 247 Date of Writing Report 4. 3. 90 18 90 Port of London

No. in Reg. Book. 247 Survey held at London Date, first Survey Feb. 25 Last Survey Feb. 26 1890

247 on the Machinery of the S. S. John McIntyre Master No. of Visits 2

Tonnage { Gross 991 Vessel built at Newcastle By whom Palmer & Co. When 1863 - 18
 Net 630 Engines made at Ni. Dr. Eng. Wks When 1875 Boilers, when made (Main) 1875 (Donkey) 1875

Registered } 99 Owners J. Fenwick & Son Port London Voyage
 Horse Power }
 No. of Main Boilers 2
 Steam Pressure in Main Boilers 75 lbs ☒ Surveyed float or in Dry Dock Victoria Class of Vessel & Machinery 90A1
 in Donkey Boiler ✓ (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 7.88.
SS Sht. No. 2. - 88. B.S. 6.89.

Last Survey No. 40633 Port Lon.

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

(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?

Main boilers examd: internally & externally: & found to be in good condtn. with the exception of lower part of back combustion plate in Wing furnace of Port Boiler, the defective part has now been cut out & a riveted patch with two stays fitted. Safety Valves found in good condtn. & loaded with a lead weight to 75 lbs.

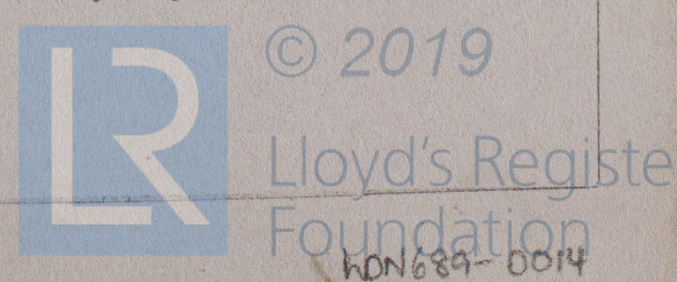
There is no Wench Boiler.

General Observations, Opinion, and Recommendation:— The boilers being now in good & safe working condtn. renders the vessel eligible in my opinion to remain as classed than the certificate B.S. 2.90 recorded, subject to the re-exam. of boilers as per rule.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 20 5 1890
 Survey Fee (per Section 28) £ 1 : 10 :
 Special Damage Fee (per Section 28) £ : :
 *Certificate (if required) as per margin £ : :
 Travelling Expenses (if chargeable) £ : :
 Received by me 23/3 1890

Committee's Minute BS 2/90

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



State of a Report is also sent on the Ship or if not whether, and when, one will be sent.

L & E. Form No. 9 - Transfer L.R. - 0000, 91289

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. 2-90
recorded.
W. A.
20.3.90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation