

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

50609

(Received at London Office,

TUES 13 MAY 1890)

No. *24* Date of Writing Report *13. 5. 90* is Port of *Glasgow*
 Reg. Book. Survey held at *on the Machinery of the S. S. "Aberdeen"* Master *R. Napier & Co.* No. of Visits *2*
 Tonnage Gross *3616* Net *2371* Vessel built at *Glasgow* By whom *R. Napier & Co.* When *1881* Boilers, when made (Main) *1881* (Donkey)
 Registered Horse Power *400* Engines made at *"* When *1881* Boilers, when made (Main) *1881* (Donkey)
 No. of Main Boilers *2* Owners *G. Thompson & Co.* Port *Aberdeen* Voyage
 Steam Pressure in Main Boilers *110 lbs.* If Surveyed Afloat or in Dry Dock *(State name of Dock.)* Class of Vessel & Machinery *100 A1*
 in Donkey Boiler *(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) - 1 - L.M.C. 3.89.*
 Last Survey No. *SS Lon. No 1 - 86* Port *Glasgow*

Particulars of Examination and Repairs (if any)

(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?

Two middle furnaces (Forward) of Starboard Boiler have been cut out & new corrugated tubes fitted. The shell of boiler under these furnaces was found to be corroded near circumfl. seams, this has had a covering plate fitted & bolted through shell.

I understand that Mr. Parker completed this survey for the L.M.C.

General Observations, Opinion, and Recommendation:— *As far as seen this vessel appears eligible to remain as classed.*
 (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
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	
Certificate (if required) as per margin	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

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

Committee's Minute

FRI. 16 MAY 1890

TUES 10 AUGUST 1890

FRI - 6 FEB 91

Assigned

+ Lube 2/90

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

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

T. & S. Form No. 3 - Transfer 1 - 6000, 1/12/89

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

+ L.M.C. 2.90

recorded.

W.A.

13.5.90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.