

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

(Received at London Office)

FRI 4 SEP 1891

No. 28 Date of Writing Report 14.9.91 is 18 Port of London  
 No. in Reg. Book 28 Survey held at London Date, first Survey Aug: 26 Last Survey Sept: 3 1891  
 on the Machinery of the S. S. Aberdeen Master Albert No. of Visits 4  
 Tonnage Gross 3616 Net 2371 Vessel built at Glasgow By whom R. Napier & Sons When 1881-12  
 Registered Horse Power 400 Engines made at do When 1881 Boilers, when made (Main) 1881 (Donkey) 1881  
 No. of Main Boilers 2 Owners G. Thompson & Co Port Aberdeen Voyage do  
 Steam Pressure in Main Boilers 110 lbs. Surveyed Afloat & in Dry Dock Albert Class of Vessel & Machinery 1-100 A1  
 in Donkey Boiler 65 (State name of Dock.)  
 Last Survey No. 57534 Port London (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)  
 S.S. Lon. No 2-90

## 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 Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Vessel placed in dry dock, sea connections &c. & found to be in good condition. One blade of propeller found to be broken & two bent, all the blades have now been renewed. Tail shaft down  $\frac{1}{4}$  Main boilers &c. internally & externally & found in good condition. Safety valves in good condition. Which boiler &c. & found. Main Safety valves lifted at 110 lbs. Which " " " 65. "

General Observations, Opinion, and Recommendation:—The boilers being now in good condition, & safe working condition, renders the vessel eligible in my opinion to remain as classed than the notetm. B.S. 9.91 recorded.

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ 2 : -  
 Special Damage Fee (per Section 28) £ : :  
 Travelling Expenses (if chargeable) £ : :

Fees applied for

3751 1891

Received by me,

16/9 1891

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

\* State if Certificate is required

FRI 11 SEP 1891

Committee's Minute

Assigned 1891/91



N.B.—If this Report is copied by Copying Press, special 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. 9-91  
W.A.  
10-9-91

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.