

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

(Received at London Office,

THURS 1 MAY 1890

No. *4078* Date of Writing Report *April 30 1890* Port of *Murdeen*  
 No. in Reg. Book. *24* Survey held at *Murdeen* Date, first Survey *Apr 26* Last Survey *Apr 30 1880*  
 on the Machinery of the *S.S. "Earl of Aberdeen"* Master *G. M. Bain* No. of Visits *2*  
 Tonnage { Gross *734* Net *326* Vessel built at *Murdeen* By whom *Hall Russell & Co.* When *1889* /  
 Registered Horse Power *200* Engines made at *Murdeen* When *1889* Boilers, when made (Main) *1889* (Donkey) *1889*  
 No. of Main Boilers *2* Owners *Abn, Hare, Hull S. N. Co. Ltd* Port *Murdeen* Voyage *Coasting*  
 Steam Pressure in Main Boilers *160 lb* If Surveyed Afloat or in Dry Dock *Abn dry dock* Class of Vessel & Machinery *100 A. 10. 89.*  
 in Donkey Boiler *90* (State name of Dock.) (As in Register Book.) *L. M. 61-89*

Last Survey No. *Port*

Particulars of Examination and Repairs (if any) *Sighting bottom*

(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?

*No*

If this was not done, state for what reasons?

*Not done*

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?

*The vessel placed in the above dry dock and the propeller, Sternbrush, and seacock fastenings examined and found in good condition. Examined patches fitted at back end of each centre furnace and one renewed at this time.*

## General Observations, Opinion, and Recommendation :—

(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.)

*The Engines and Boilers of this vessel so far as seen are in good working condition and eligible in my opinion to remain as classed without fresh record of Survey.*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28) .....	£	:	:	188
Special Damage, Fee (per Section 28) .....	£	:	:	
*Certificate (if required) as per margin .....	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	188

*G. L. Hindmarsh*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

FRIDAY 2 MAY 1890

Assigned *Remain as classed*

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.

4078. Alm

It is submitted that this  
will be thought to remain  
as classed.

M.L.  
1.5.90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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