

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

(Received at London Office)

Date of writing Report *Aug²⁷th* 18*97* When handed in at Local Office *Aug²⁷th* 18*97* Port of *Aberdeen*
 No. in Reg. Book. *429* Survey held at *Aberdeen* Date, First Survey *June 17th* Last Survey *Aug 26th* 18*97*
on the Machinery of the Wood, Iron or Steel *S.S. Scottish Queen* Master *Mr. J. Sharmar*
 Tonnage { Gross *125* Net *40* Vessel built at *Kinghorn* By whom *J. Scott & Co* When *1889* Boilers, when made (Main) *1889* (Donkey) *1889*
 Registered Horse Power *50* Engines made at *Perth & Co* Owners *M. Brown & Co* Port *Aberdeen* Voyage *Fishing*
 No. of Main Boilers *one* No. of Donkey Boilers *none* Steam Pressure in Main Boilers *150 lbs* If Surveyed Afloat or in Dry Dock *Afloat*
 in Donkey Boilers *none* (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Survey (including date of N.B., if any).
<i>+100 A. 11.96</i>		<i>+LMC. 6.94</i>
<i>S.S. 20. 20.94</i>		<i>BS. 11.96</i>

Last Survey No. Port

Particulars of Examination and Repairs (if any) *S.S. 20.2*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes: and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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

*Yes**no**none*

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?

150 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Has the propeller shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

The sea cocks, sea connections, & propeller fastenings, examined & found in order - The tail shaft drawn examined found satisfactory & the stern bush re-wooded - all cylinders, pistons, slide & rods, pumps, shafting & condenser examined & found satisfactory. - The Boiler removed from the ship & examined together with its safety valves; The bottom caulked up & repaired, 29 screwed stays renewed at the back - 14 on the starboard side and 15 on the port side. - The P.P. valve face & slide valve tried up, & the engine & boiler generally overhauled & put in good order - This is on account of wear & tear - The boiler replaced & refastened in the ship. The main steam pipe lengthened & tested & found satisfactory. The boiler has been raised up in the ship. - It was too near the bulge before. - The safety valves adjusted under steam.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.95, B.&M.S. 9.95 or L.M.C. 9.95, 140 lb., F.D., &c.)

This vessel's machinery has undergone a thorough overhaul, & is now in good order, eligible in my opinion to remain as classed, with fresh notation of +LMC. 8.97 in the Reg. Book. -

Office or Registration Fee (per Sec. 27) £ *3 10*
 Survey Fee (per Section 28) £ *3 10*
 Special Damage Fee (per Section 28) £ *3 3*
 Travelling Expenses (if chargeable) £ *—*

Fees applied for
Aug²⁷th 18*97*
 Received by me,
7/9/97

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

State if Certificate is required

Committee's Minute *TUES 31 AUG 1897*Assigned *+LMC 8.97*

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Lloyd's Register Foundation

ABN14-0288

5574 ABN

Thin Boiler taken ashore & repaired
Sewer shaft examined stem bent & welded

It is submitted that
this vessel is eligible for
THE RECORD.
H. M. 6997
H. M. 6997
20/10/97

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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