

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

(Received at London Office)

HUK, 11 MAY 1899

Date of writing Report *May 10th 1899* When handed in at Local Office *May 10th 1899* Port of *aberddeen*
 No. in Reg. Book. *440* Survey held at *aberddeen* Date, First Survey *26th April* Last Survey *May 5th 1899*
 on the Machinery of the *Wood, Iron or Steel* *D.P. Scottish Queen* Master *Wm. Sharmen*
 Tonnage { Gross *125* Net *40* Vessel built at *Leith* By whom *John Scott & Co* When *1889-10*
 Registered Horse Power *50* Engines made at *Smith & Dalry* When *1889* Boilers, when made (Main) *1889* (Donkey) *1890*
 No. of Main Boilers *one* Owners *R. Brown & Co* Port *aberddeen* Voyage *trawling*
 No. of Donkey Boilers *none* If Surveyed Afloat or in Dry Dock *at 8 & 11*
 Steam Pressure—
 in Main Boilers *150 lbs*
 in Donkey Boilers *✓*

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+100 H/1.1.99</i>		<i>+LMC 8.94</i>
<i>on at 202.97</i>		<i>BS. 6.98</i>

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) *new tail shaft-*

(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 " " " }

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?

To 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 under steam?

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 connections & outside fastenings examined, & found in order.

This vessel's tail shaft is said to have broken whilst she was making for the harbour a few weeks ago. A new shaft has been fitted & the stern bush rewooded. This new shaft has been examined in the lathe, & is 5 3/4" diam the same size as the old shaft. It is a good sound forging.

The whole of the line of shafting examined & found satisfactory.

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. 9,97, B.&M.S. 9,97 or L.M.C. 9,97, &c.)

This vessel's machinery appears to be in good condition, eligible in my opinion to remain as classed.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	18
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	Received by me,
				18

State if Certificate is required

Committee's Minute

Assigned

FRI, 12 MAY 1899

as now

Maurice Peterson

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



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ABN 16-0116

6057 ABN

Screw shaft found broken
a new shaft now fitted

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
remain as CLASSED.

A.C.H.

11.5.99

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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