

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

(Received at London Office,)

4055
10 FEB 1890

No. 4055 Date of Writing Report Feb 8 1890 Port of Aberdeen
 No. in Reg. Book. Survey held at Aberdeen Date, first Survey Feb 5 Last Survey Feb 8 1890
42 ^{Supp} on the Machinery of the S.S. Scottish Queen Master H. Harman No. of Visits 4
 Tonnage { Gross 126 Net 40 Vessel built at Kinghorn By whom J. Scott & Co. When 1889
 Registered Horse Power 60 Engines made at Kirkcaldy When 1889 Boilers, when made (Main) 1889 (Donkey)
 No. of Main Boilers 1 Owners R. Brown Port Aberdeen Voyage Trawling
 Steam Pressure in Main Boilers _____ If Surveyed Afloat or in Dry Dock At Hall & Co's Slip Class of Vessel & Machinery 100 A1
 in Donkey Boiler (State name of Dock.) (As in Register Book, including date of last Boiler Survey.)

Last Survey No. _____ Port _____ Contemplated

Particulars of Examination and Repairs (if any) Repairs to Main Boiler
(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? Yes
 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? _____

The vessel placed on the above slipway and the propeller, sternlark and sea cock fastenings examined and found in good condition
 Several leaks in front end plate and shell also longitudinal stays in steam space these have now been made good. The front furnace bottom found cracked about six inches at the front end. This has been repaired by a chain patch. The feed and blow off cock pipes removed for to enable the repairs to be done satisfactorily have been replaced

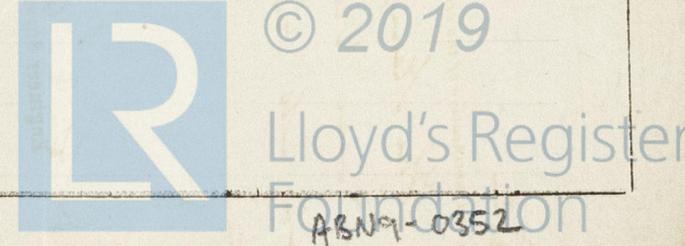
General Observations, Opinion, and Recommendation:—
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

The Engines and Boilers of this vessel so far as seen are in safe working condition and eligible in my opinion to receive the Class as Contemplated

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

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

Committee's Minute TUES 11 FEB 1890
 Assigned + S.M. 10, 89



T. & S. (The Surveyors are requested not to write on or below the space for Committee's Minute.)
 * Certificate to be sent to
 or if not whether, as
 now sent on
 ben. one will

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

4055. Alm

-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
+ DMC 10.89 recorded

Alm

10.2.90



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