

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

(Received at London Office, 12 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 Sup 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 A
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, sternburst 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 6 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
Survey Fee (per Section 28).....	£	:	:	183
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	183

G. 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



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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
+ LMC 10.89 recorded

Alm

10.2.90



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