

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

(Received at London Office,

FRIDAY 28 MARCH 1890

No. *4064* Date of Writing Report *March 26 1890* Port of *Aberdeen*  
No. in Reg. Book. *Survey held at Aberdeen* Date, first Survey *Mar 17* Last Survey *Mar 26 1890*  
*53.* on the Machinery of the *S.S. James Hall* Master *McDonald* No. of Visits *5*  
Tonnage { Gross *346* Net *184* Vessel built at *Aberdeen* By whom *Wm. Russell & Co.* When *1870* H  
Registered Horse Power *65* Engines made at *"* When *1870* Boilers, when made (Main) *1879* (Donkey) *1879*  
No. of Main Boilers *1* Owners *Mr. Smith, Moray Firth S.S. Co.* Port *Aberdeen* Voyage *Coasting*  
Steam Pressure in Main Boilers *60* If Surveyed Afloat or in Dry Dock *in dry dock* Class of Vessel & Machinery *90 A 11-88*  
in Donkey Boiler *50* (State name of Dock.) *S.S. Aberdeen 12-82*

Last Survey No. *"* Port *"* *L M 611-86 N 1379 B 511-88 S S Aberdeen 461-86*

## Particulars of Examination and Repairs (if any)

(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?

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?

## Annual Boiler Survey

The propeller stem-bush and sea-cock fastenings examined and found in good condition

The main and donkey boilers opened up and examined the centre furnace found leaking at the back end where it has been chipped and caulked into the body of the rivets. This has been cut out and an efficient riveted patch fitted. The lower portion of the back end plate of the centre combustion chamber found thin particularly in way of leaky screw stays. This portion of the back end plate has been cut out and renewed. The safety valves of main and donkey boiler examined and tested under steam at the working pressures of 60 lbs and 50 lbs respectively

## 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 and noted *B 3-90* in the Register Book

Office or Registration Fee (per Sec. 27) £ : :  
Survey Fee (per Section 28) £ 1 : 10 :  
Special Damage Fee (per Section 28) £  
Certificate (if required) as per margin £ : :  
Travelling Expenses (if chargeable) £ : :  
Fees applied for  
*Mar 26 1890*  
received by me, *G. L. Hindmarsh*  
1890

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

Committee's Minute

TUES 1 APRIL 1890

Assigned

*RS 3/90*



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Lloyd's Register Foundation

ABN9-0374



4067. Above  
It is submitted that this  
vessel is capable of  
have B.S. 3.90  
recorded  
WA  
24.3.90

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THE SURVEYOR TESTED CROSS THIS MARGIN.