

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

No. 13535

WED. 20 MAR 1895

(Received at London Office)

Date of writing Report 18 _____ When handed in at Local Office 18 _____

No. in Reg. Book. Survey held at Glasgow Date, First Survey 1st March Last Survey 13th March 1895

22 on the Machinery of the Wood, Iron or Steel S. S. Queen Victoria Master Guthrie

Tonnage Gross 2312 Net 1494 Vessel built at Glasgow By whom A. Stephen & Sons When 1887 1

Registered Horse Power 240 Engines made at Glasgow When 1887 Boilers, when made (Main) 1892 (Donkey)

No. of Main Boilers 1 Owners J. Dunlop & Sons Port Glasgow Voyage W. Indies

No. of Donkey Boilers _____ If Surveyed Afloat or in Dry Dock Rovan Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 160 (State name of Dock.)

Last Survey No. _____ Port Part S.B. 12

Particulars of Examination and Repairs (if any) + Damage

(Periodical Surveys, when held, must be reported in detail and verbatim 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.)

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Year and Month when Surveyed.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1		+NB
Y. 94		9.92
S.B. 1. 91		+L.M.C.
		9.92

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? NO, see below

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?

At 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?

If the Survey is not complete state what arrangements have been made for its completion?

This vessel's Main boiler was surveyed in Bremerhaven in July 1894. (See Bremerhaven Report No 324). The donkey boiler was in use until the vessel sailed, but it is intended to submit it for survey on the vessel's return from her present voyage to the Straits in about 6 months time.

Examined the cylinders, slide valves and pumps and found them in a good condition

On account of Damage through ice, four propeller blades have been removed, the tailshaft drawn and examined, and the tunnel and crankshaft opened up and examined and found to be in a good condition. Several pipes were found to be damaged & have been repaired.

General Observations, Opinion, and Recommendation:— As far as seen the machinery of this vessel is in a safe working condition and will in my opinion be eligible for the record + L.M.C. 7.94 when the donkey boiler survey has been held.

Office or Registration Fee (per Sec. 27)	£		Fees applied for	19/3/95
Survey Fee (per Section 28)	£	5 8 8		
Special Damage Fee (per Section 28)	£	2 7 8		
Travelling Expenses (if chargeable)	£		Received by me,	19/3/95

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

*State if Certificate is required

Committee's Minute FRIDAY 22 MAR 1895

Assigned Deferred

FRI 6 DEC 1895
TUES. MAR 10 1896

TUES. MAR 3 1896

Lloyd's Register
Foundation

GUSTAF-0342

1926
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Insert Character of Ship and Machinery precisely as in the Register Book.