

Report of Survey for Repairs of Engines and Boilers.

With 26038
 (Received at London Office, 16/12/80)
 N^o 38
 in Survey held at 21.almouth Date, first Survey 2nd Decr Last Survey 14th Decr 1880
 18 on the Machinery of the S.S. "Queen" (Number of Visits 4)
 Tonnage, Gross 284 Built at Glasgow When built 1854
 Ditto, Net 148 Owners W.B. Thompson Port belonging to Dundee
 Diameter of Cylinders 20" x 36" Engines made by W.B. Thompson When made 1876
 Length of Stroke 22½" Boilers made by W.B. Thompson When made 1876
 Pressure of Steam 65 lbs If Surveyed Afloat or in Dry Dock Afloat
 Registered Horse Power 58
 Last Survey No. Port

Particulars of Repairs and Examination S.S. On damaged Machinery, occasioned by the breaking of the high pressure piston rod.

On examination, the high pressure piston rod was found to be broken short off at the bottom, close to the cross head; the high pressure cylinder cover was broken into many pieces, and the cylinder cover studs were all broken or injured. All other parts of the engines were examined but no further damage discovered.

A new piston rod and cross head, a new cylinder cover with gland and stuffing box complete, also, a new set of cylinder studs have been supplied and fitted; the new rod has been continued through the top cover, and is ¼ inch larger in diameter than the old rod, the lower gland and stuffing box having been bored out to fit it. The engines are now in good working order.

In examining the boiler, the end plates, just above the water line were found to be very slightly pitted, the stays are in good order. There are several cracks at the back ends of the furnaces in the roots of the flanges, also, the plate, to which the furnaces are riveted is cracked in several places through the rivet holes to the edge of the plate. The horizontal seam in the back plate of the combustion chamber, has fine bolted patches on it, these patches are exposed to the immediate action of the fire; a cast-iron baffle plate which was fitted to protect them being quite destroyed. The bottom, and lower part of the combustion chamber is considerably corroded. The tubes, are getting very thin at the back end, and are leaving badly.

General Observations, Opinion, and Recommendation:— From information received through the Master, that the Owner had objected to the boiler being surveyed before the vessel's return from the present voyage, I called the Agent's attention to the necessary repairs by letter, a copy of which I attach.

Entry or Registering Fee £ : :
 Survey Fee ... Dec. 1880 ... £ 1 : 1 : 0 received by me,
 Certificate (if required) ... £ : : 14 Decr 1880 }
 (Travelling Expenses, if any, £ 0. 4. 6)
 L. Morton
 Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute Friday, December 17th 1880.
 Assigned Deponed
 Lt. Bowmer 18/12/80
 Lloyd's Register Foundation
 1R0N491-0199

His submitted that the owner of
this vessel be communicated
with and asked to state
what course he intends to
pursue in order to place
the boiler in good
working condition,

M. T. W.

17/12/80

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I do not consider the boiler to be dangerous, yet I prefer to
leave the case, as regards the character of the vessel, in the hands
of the Committee to deal with it as they deem them fit.

W. M. Weston



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