

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

(Received at London Office. TUES 19 JUNE 1888)

No. _____ Date of Writing Report *June 16th 1888* Port of *London*
 No. in Reg. Book. *521* Survey held at *London* Date, first Survey *June 6th* Last Survey *June 16th 1888*
 on the Machinery of the *S. S. Mary Queen* Master *E. Palmer* No. of Visits *5*
 Tonnage { Gross *486* Net *481* Vessel built at *Newcastle* By whom *Palmer & Co* When *1866-8*
 Registered Horse Power *99* Engines made at *Newcastle* When *1885* Boilers, when made (Main) *1885* (Donkey) *none*
 No. of Main Boilers *1* Owners *J. Fenwick & Sons* Port *London* Voyage *Coast*
 Steam Pressure in Main Boilers *150* If Surveyed Afloat or in Dry Dock *Dry Dock* Class of Vessel & Machinery *A. 1. 8. 84*
 in Donkey Boiler *None* (State name of Dock.) *(as in Register Book.) + L.M.C. 4. 85*

Last Survey No. _____ Port _____

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? *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?

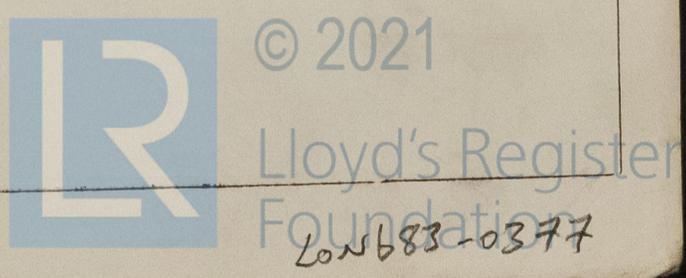
This vessel being in Lemitilais Dry Dock, examined sea connections & propeller fastenings, & found them in efficient condition, propeller down in the bush 1/4" bare. Examined, cylinders, pistons, slides, steam chests, all pumps, crank, thrust, & propeller shafting, & found them all in good order; high pressure piston has had a new ring fitted. Examined main boiler internally & externally & found it in good order. Tested & set main boiler safety valves to 150 lbs per sq. inch & found everything satisfactory. No donkey boiler fitted.

General Observations, Opinion, and Recommendation:— *The machinery of this vessel being now in good condition, she is eligible in my opinion to be classed + L.M.C. 6. 88 in the register book.*
 (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.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for 26. 6 188 8
Survey Fee (per Section 28)	£ 3 : 3 :	
Special Damage, Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable)	£ : :	Received by me, 4/7 1888

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

Committee's Minute _____ FRIDAY 29 JUNE 1888
 Assigned *+ Cmb 6/88*



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

It is submitted that this vessel is eligible to have the notification + L.M. b. 6.88 recorded

DP
26/6/88

