

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

48691

No. 350 Date of Writing Report SAT 28 JULY 1888 Port of London  
 Reg. Book. Survey held at London Date, first Survey June 21 Last Survey July 26 1888  
350 on the Machinery of the S.S. "Scotland" Master                      No. of Visits 8  
 Tonnage { Gross 2645 Vessel built at Knighorn By whom J. Key When 1869-9  
 { Net 1694 Engines made at                      When 1869 Boilers, when made (Main) 1874 (Donkey)  
 Registered Horse Power 400 Owners Temperley's Carpenters & Dockers London Voyage                       
 No. of Main Boilers 4 If Surveyed Afloat or in Dry Dock                      Class of Vessel & Machinery 100 A1  
 Steam Pressure in Main Boilers 60 lbs (State name of Dock.)                      (as in Register Book.) MS. 12. 85  
 in Donkey Boiler                      Last Survey No.                      Port                      B.S. 4. 87.

Particulars of Examination and Repairs (if any) For Annual Boiler Survey  
 (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?

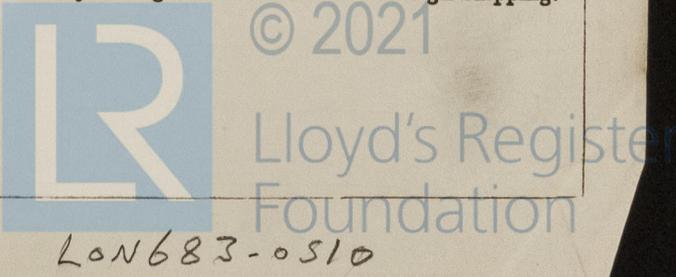
*Vessel placed in dry dock, sea connections examined & found to be in good condition, the propeller set back on shaft, new Key fitted & two new blades, tail shaft good fit in stern bush. Main boilers examined internally & externally, the combustion chambers which are common to the three furnaces, found to be covered with patches, plates more or less buckled, ends of furnaces have several cracks, fitted with studs & rivets. The middle furnaces more or less patched. Shells & stays in good condition. Boilers tested with hyd. press: to 90 lbs. Safety valves in good condition & set under steam to the W.P. of 60 lbs. Which boiler examined & found in fairly good condition for its age. Safety valves in good condition & loaded with a direct weight to 42 lbs. Copy of letter written to owners attached herewith.*

General Observations, Opinion, and Recommendation:— *The boilers being now in safe working condition renders the vessel eligible in my opinion to remain as classed than the notification B.S. 7. 88 provided that the boilers are again examined within six months on acct. of their age & condition.*

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	3	3	10. 8. 1888
Special Damage, Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	Received by me, 10/8 1888
Travelling Expenses (if chargeable)	£	:	:	

*Geo. E. Weir*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES 14 AUGUST 1888  
 Assigned B S 7/88  
Subject



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

Submitted that this vessel  
is eligible to have - B.S. 7.88  
provided the Boilers are  
again examined within  
six months

  
15.8.88

