

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

No. *48691* Date of Writing Report *SAT 28 JULY 1888* 188 Port of *London*
 No. in Reg. Book. *350* Survey held at *London* Date, first Survey *June 21* Last Survey *July 26* 1888
 on the Machinery of the *S. S. "Scotland"* Master *J. Key* No. of Visits *8*
 Tonnage Gross *2645* Net *1694* Vessel built at *Knighorn* By whom *J. Key* When *1869* Boilers, when made (Main) *1874* (Donkey)
 Registered Horse Power *400* Engines made at *Knighorn* Owners *Temperley's Bank & Co. Ltd.* London Voyage
 No. of Main Boilers *4* If Surveyed Afloat or in Dry Dock *London* Class of Vessel & Machinery *100 A1*
 Steam Pressure in Main Boilers *60 lbs* (State name of Dock.) *MS. 12.85*
 in Donkey Boiler *B.S. 4.87*

Last Survey No. *350* Port *London*
 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.*
 (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) *£ 3 : 3* Fees applied for *10 8 1888*
 Survey Fee (per Section 28) *£ 3 : 3* Received by me, *10/8 1888*
 Special Damage, Fee (per Section 28) *£ :*
 *Certificate (if required) as per margin *£ :*
 Travelling Expenses (if chargeable) *£ :*

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

Committee's Minute *TUES 14 AUGUST 1888*

Assigned *B S 7/88*
Subject

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

W
15.8.88

