

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

(Received at London Office,)

No. _____ Date of Writing Report *24 apl 1889* Port of *London*
 No. in Reg. Book. *183* Survey held at *London* Date, first Survey *12 Apl* Last Survey *ap 15 1889*
 on the Machinery of the *Sa of the Queen* Master *Whightman* No. of Visits *4*
 Tonnage } Gross *914* Vessel built at *Hartlepool* By whom *Pile Spence & Co* When *1864* YEAR. MONTH. *10*
 } Net *1208* Engines made at *L'pool* When *1872* Boilers, when made (Main) *1882* (Donkey) *1882*
 Registered Horse Power } *104* Owners *C. Furness* Port *W Hartlepool* Voyage *Syne*
 No. of Main Boilers *1* If Surveyed Afloat & in Dry Dock *Millwall Dk* Class of Vessel & Machinery *A1 A1, 1*
 Steam Pressure in Main Boilers *75* (State name of Dock.) *Millwall Dk* (As in Register Book, including date of last Boiler Survey.) *B.M.C. 4, 88*
 in Donkey Boiler *55* *SS 9102-88*

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) *B.S.*

(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? *ye*

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? }

Main boiler + dome + valves examined internally + externally + found in good condition, valves adjusted under steam at 77 lbs per sq inch.
Winch boiler + valves examined + found in good condition, valves tested under steam at 55 lbs per sq inch.

General Observations, Opinion, and Recommendation:— *The Machinery being now in a*

(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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or * L.M.C. 1/89, as the case may be.)

good + safe working condition (as far as seen) renders the vessel eligible in my opinion to remain as classed + to have B.S. 4, 89 now recorded

Office or Registration Fee (per Sec. 27)	£	:	:	
Survey Fee (per Section 23)	£	2	2	0
Special Damage Fee (per Section 24)	£	:	:	
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
				Fees applied for
				<i>8/7/ 1889</i>
				received by me,
				<i>13/7 1889</i>

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

Committee's Minute

TUES 30 APRIL 1889

FRIDAY 3 MAY 1889

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Lloyd's Register Foundation
 LON 685-0423

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

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

T. & S. Form No. 2—Transfer Issued, 29/1/89. * Certificate to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

24 Feb

Assigned

B S 4/89

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that this vessel is eligible to have B.S. 4 pg. recorded.

N.A.

29-4-89

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