

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

No. 350 Date of Writing Report 9. 4. 89 1889 Port of London (Received at London Office, WED 10 APRIL 1889)
 No. in Reg. Book. 350 Survey held at London Date, first Survey Jan. 31 Last Survey Apr. 8 1889
 on the Machinery of the S. S. "Scotland" Master J. Reef No. of Visits 9
 Tonnage { Gross 2645 Net 1694 Vessel built at Kingham By whom J. Reef When 1869 - 9
 Registered Horse Power 400 Engines made at " When 1869 Boilers, when made (Main) 1874 (Donkey)
 No. of Main Boilers 4 Owners Impulys Carter & Danks Port London Voyage
 Steam Pressure in Main Boilers 60 lbs. ☒ Surveyed Afloat ☐ in Dry Dock Victoria Class of Vessel & Machinery 100 A1
 in Donkey Boiler (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) MS 12.35 BS 7.88

Last Survey No. Port

Particulars of Examination and Repairs (if any) Annual 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?

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 boilers examined internally & externally. Combustion chamber bottoms found to be thin in places, these have been doubled & extra stays fitted, all the defective saddle plates of furnaces at back ends have been renewed, & extra stays fitted in combustion chamber crowns where found to be bulged more than $\frac{3}{8}$ ". Defective part of Forward plate in Steam space of Starb. Forward boiler: now cut out & new plate about 7 ft. by 5 ft. by $\frac{3}{4}$ " with four new stays fitted. A doubling plate 3 ft. x 15" x $\frac{3}{8}$ " fitted in Steam space of Starb. After boiler & two new stays through. The remainder of boilers in fairly good condition. Safety valves in good condition. Main boilers satisfactorily tested with hyd. press. to 100 lbs. Safety valves tested under steam to the W.P. of 60 lbs. Donkey boiler examined found in fairly good condition. Safety valves in good condition, loaded with a dead weight valve to 35 lbs.

General Observations, Opinion, and Recommendation:— The boilers being now in good & safe working condition renders the vessel eligible in our opinion to remain as classed & have the certification B.S. 4. 89 recorded, subject to the boilers being again examined within 12 mths. on acct. of its age & condition.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 5: 5:	No 4 188 9
Special Damage Fee (per Section 28).....	£ : :	received by me, 29/4 188 9
*Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

Mr. Allison & Co. E. Milnerison
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 28 APRIL 1889

Assigned BS 4/89 Subjective

State if it is a report is, or if not whether, and when, one will be sent.

T. & E. Form No. 9—Transfer In.

The Surveyors are requested not to write on or below the space for Committee's Minute.

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

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 BS 4.89 recorded subject to the main 1 donkey boilers being again examined within 12 mos

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26.4.89



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