

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

49406

(Received at London Office,

WEB TO APRIL 1889

No. _____ Date of Writing Report 9. 4. 89 1889 Port of _____
 No. in Reg. Book. Survey held at London Date, first Survey Jan. 31 Last Survey Apr. 8 1889
350 on the Machinery of the S. S. "Scotland" Master _____ No. of Visits 9
 Tonnage { Gross 2645 Vessel built at Kingham By whom J. Reef When 1869-9
 Net 1694 Engines made at _____ When 1869 Boilers, when made (Main) 1874 (Donkey)
 Registered Horse Power 400 Owners Impulys Carter & Dartle Port London Voyage _____
 No. of Main Boilers 4 Surveyed Afloat or in Dry Dock Victoria Class of Vessel & Machinery 100 A1
 Steam Pressure in Main Boilers 60lbs. (State name of Dock.) _____ (As in Register Book, including date of last Boiler Survey.) MS 12.85 BS 7.88
 in Donkey Boiler _____

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 & exha stays fitted, all the defective saddle plates of furnaces at both ends have been renewed, & exha stays fitted in combustion chamber crowns where found to be bulged more than $\frac{3}{8}$ ". Defective part of Port Fore plate in Steam space of Starb Fore blr: now cut out & new plate about 7ft. by 5ft. by $\frac{3}{4}$ " with four new stays fitted. A doubling plate 3ft 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 100lbs \bar{o}
 Safety valves tested under steam to the W.P. of 60lbs \bar{o}
Trick boiler examined found in fairly good condition
 Safety valves in good condition, loaded with a dead weight value to 35 lbs \bar{o}

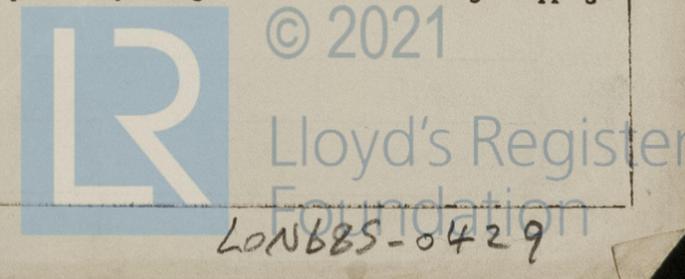
General Observations, Opinion, and Recommendation:— The boilers being now in
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)
good & safe working condition 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:	<u>20 4 188 9</u>
Special Damage Fee (per Section 28)	£ : :	} received by me, <u>29/4 188 9</u>
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

Mrs. Allison & Co. W. M. M. M.
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 28 APRIL 1889
 Assigned BS 4/89

Subjective



T. & E. Form No. 9—Transfer In. (The Surveyors are requested not to write on or below the space for Committee's Minutes.) State if it is a report is, or not 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.

