

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

(Received at London Office)

THURS. 31 MAR 1892

No. \_\_\_\_\_ Date of Writing Report 29<sup>th</sup> March 1892 Port of London

No. in Reg. Book 609 Survey held at London Date, first Survey 17<sup>th</sup> March 1892 Last Survey 26<sup>th</sup> March 1892

on the Machinery of the S/S "British Queen" Master A. Smith No. of Visits 3

Tonnage Gross 4388 Net 2807 Vessel built at Newcastle By whom Palmer Co. (Lim.) When 1890

Registered Horse Power 500 Engines made at \_\_\_\_\_ When 1890 Boilers, when made (Main) 190 (Donkey) 190

No. of Main Boilers 3 Owners British Shipowners Co. (Lim.) Port Liverpool Voyage New York

Steam Pressure in Main Boilers 150 If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery 100 A1

in Donkey Boiler \_\_\_\_\_ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 7.91.

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ -LMC 5-90.

## Particulars of Examination and Repairs (if any) damaged

(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 Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

*This vessel is reported to have taken the ground in the Delaware River on the 20<sup>th</sup> Feb last whilst on a voyage from Philadelphia to London*

*Work on account of grounding*

*All Sea connections opened out, examined, cleaned & replaced, Sats.*

*Circulating pump " " " Valves, found in good order*

*Surface Condenser " " " found in good order*

*Exhaust propeller & fastenings, found good.*

## General Observations, Opinion, and Recommendation:—

(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. 1,91, S.&M.S. 1,91 or X.E.M.C. 1,91, as the case may be.)

*As far as seen the machinery of this vessel is in safe working condition, and eligible in my opinion to remain as classed in the register book*

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	<u>20/31 1892</u>
Special Damage Fee (per Section 28)	£	1	1	
Travelling Expenses (if chargeable)	£	:	:	Received by me, <u>Robt B. Bayliss</u>

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

\*State if Certificate is required \_\_\_\_\_

Committee's Minute FRI 1 APL 1892

Assigned As now



State if a Report is sent out or not, and when, one will be sent.

\*Certificate to be sent to the Registrar of Shipping and Machinery.

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

