

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

(Received at London Office)

THURS. 31 MAR 1892

No. 209 Date of Writing Report 29th March 1892 Port of London
 No. in Reg. Book 209 Survey held at London Date, first Survey 17th March 1892 Last Survey 26th 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 (Linn.) 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 (Linn.) 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 7.91
 Last Survey No. Port (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) - LMC 5-90

Particulars of Examination and Repairs (if any) damages

(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 20th Feb last whilst on a voyage from Philadelphia to London

Work on account of grounding

*All Sea connections opened out, examined, cleaned & replaced, Etc.
 Circulating pump " " " Valves, found in good order
 Surface Condenser " " " found in good order
 Examined propellers & 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) £ : :
 Survey Fee (per Section 28) £ : :
 Special Damage Fee (per Section 28) £ 1 : 1 =
 Travelling Expenses (if chargeable) £ : :

Fees applied for

20/3/1892

Received by me,

27/4/92

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

*State if Certificate is required

Committee's Minute

FRI 1 APR 1892

Assigned

As now



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LON695-0423

*It is submitted that
this vessel is eligible to
remain AS CLASSED.*

Cyfl.

31.3.92

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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