

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

THURS. 25 AUG 1892

(Received at London Office)

No. 637 Date of Writing Report 24th Augst 1892 Port of London
 No. in Reg. Book 637 Survey held at London Date first Survey 10th Augst 1892 Last Survey 23rd Augst 1892
 on the Machinery of the S/S British Queen Master A Smith No. of Visits 4
 Tonnage Gross 4388 Net 2807 Vessel built at Newcastle By whom Palmer & Co Ltd When 1890 5-
 Registered Horse Power 500 Engines made at do When 1890 Boilers, when made (Main) 1890 (Donkey) 1890
 No. of Main Boilers 3 Owners British Ship Owners Ltd 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 ✓ (State name of Dock.) Libby + Millwall dock (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) + LMC 3.92
 Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage through stress of weather
 (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? No

Do. " Donkey " " " No

If this was not done, state for what reasons? Not due

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? No

At what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? No

To what pressure were they afterwards adjusted? ✓

It is reported that this vessel encountered heavy weather whilst on a voyage from Swansea to Baltimore, during which time & subsequently the tunnel shaft bearings (especially the middle bearing) worked at an abnormally high temperature -

On examination found two serious flaws immediately abaft the middle tunnel shaft bearing - one 9" long the other 6" long & directly opposite each other - otherwise the shafting & couplings appeared sound - Recommended middle length of tunnel shaft to be renewed

The following work was effected consequent on the damage which is stated to have been caused through stress of weather -

The defective middle length of tunnel shafting was taken out and a new length (which appeared sound) effectually fitted - The shafting was lined up true, & all coupling bolts examined & found satisfactory.

Work not on acc. of damage -

The vessel was placed in dry dock - Propeller, Stern bush & all sea connection fastenings examined & found in good order.

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. 1,01, B.&M.S. 1,01 or L.M.C. 1,01, as the case may be.)

The machinery of this vessel as far as seen is in good work order and in my opinion eligible to remain as classed in the Register Book

Office or Registration Fee (per Sec. 27) £ : : 25/8 1892

Survey Fee (per Section 28) £ : : 3 3 -

Special Damage Fee (per Section 28) £ : : 3/9 1892

Travelling Expenses (if chargeable) £ : :

Fees applied for

25/8 1892

Received by me,

3/9 1892

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

*State if Certificate is required

Committee's Minute

FRI 28 AUG 1892

Assigned



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 Foundation
 LON696-0597

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

on acct of damage.

One length of tunnel shafting
was renewed

W.A.

25-8-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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