

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

(Received at London Office

13 APR 1894

Date of writing Report *14th April 1894* When handed in at Local Office *18* Port of *London*
 No. in Reg. Book. *6444* Survey held at *London* Date, First Survey *9th April* Last Survey *14th April 1894*
 on the Machinery of the ~~Wood, Iron or Steel~~ *S.S. "British Queen"* Master *A. Smith*
 Tonnage { Gross *4388* Net *2807* Vessel built at *Newcastle* By whom *Palmer's Co. (Lim.)* When *1890* YEAR. MONTH. *1890 5.*
 Registered Horse Power *500* Engines made at *Sp.* When *1890* Boilers, when made (Main) *1890* (Donkey) *1890*
 No. of Main Boilers *Two* Owners *British Shipowners Co. (Lim.)* Port *Liverpool* Voyage *Boston.*
 Steam Pressure in Main Boilers *150* If Surveyed Afloat *In Dry Dock* *Royal Albert Dock.* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boiler *80.*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Part S.S. No. 1.*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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?

At what pressure were they afterwards adjusted?

If the Survey is not complete state what arrangements have been made for its completion?

No
No
Not *exam.* for examⁿ.

No
Not *adjusted*
No
Not *adjusted*

To be completed on vessel's return in

five weeks hence.

Now done - Vessel placed in dry dock. - sea and bilge connections examined, Tail shaft drawn inboard and examined. Propeller fastenings examined. Condenser tubes drawn, cleaned and refitted. Condenser tested & found tight. Propeller blades renewed on acct. of cracks. To complete. - Cylinders, pistons, slides, pumps, all cranks, thrust and tunnel shafting to examine. Main & Donkey boilers and their safety valves to examine and the latter to adjust under steam.

General Observations, Opinion, and Recommendation:— So far as seen, this vessel's

(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. 9, 92, B.&M.S. 9, 92 or L.M.C. 9, 92, as the case may be.)

machinery, is in safe working condition and eligible, in my opinion, to remain as classed with record of *L.M.C.* (with date) deferred until completion of above

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ : :
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :
 Fees applied for
 18
 Received by me,
 18

* State if Certificate is required

Committee's Minute

Assigned *As now*

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

FRIDAY 28

APR 1894

FRIDAY 2

NOV 1894

FRI 1 JUN 1894

FRIDAY 2 NOV 1894

© 2019

Lloyd's Register Foundation

LON701-0477

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

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.

And the examination of the propeller
shaft, propeller & sea connection
noted as part of P.S. No. 1

On acct of Cracks
the propeller blades were
removed.

N.A.
20-4-94



© 2019

Lloyd's Register
Foundation