

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

Date of writing Report 9th March 1896 When handed in at Local Office 18 Port of London

No. in Reg. Book. 683 Survey held at London Date, First Survey 6 Mar/96 Last Survey 7th March 1896

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.

Registered Horse Power { 446 Engines made at Do When 1890 Boilers, when made (Main) 1890 (Donkey) 1890

No. of Main Boilers Two Owners British Shipowners Co. Lim Port Liverpool Voyage Boston

No. of Donkey Boilers One If Surveyed Afloat or in Dry Dock Royal Albert dry dock

Steam Pressure in Main Boilers 150 (State name of Dock.)

in Donkey Boilers 80

Last Survey No. PortParticulars of Examination and Repairs (if any) Condition of prop. shaft

(Periodical Surveys, when held, must be reported in detail and seriatim 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?

To what pressure were they afterwards adjusted?

Has the propeller shaft been drawn and examined at this time? Yes.If the Survey is not complete state what arrangements have been made for its completion? Complete.

Propeller & sea connection fastenings examined & found in order.
Propeller shaft drawn inboard, examined & found in good condition.
diam. of shaft 14 1/16" rule size 13 7/16".

General Observations, Opinion, and Recommendation:— This vessel's machinery, so far as seen, is in safe working condition and eligible, in my opinion to remain as classed without further record of survey.

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

R. Elliott.

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

*State if Certificate is required.

Committee's Minute

FRI. MAR 13 1896

Assigned

As now



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Lloyd's Register Foundation

LON 708-0178

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.

Emd.
103.96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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