

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

No. *509* Date of Writing Report *8. 8. 90* Port of *London*
 No. in Reg. Book. *25* Survey held at *London* Date, first Survey *Aug. 1* Last Survey *Aug. 8 1890*
 on the Machinery of the *S. S. "Aberdeen"* Master *R. Napier & Co.* No. of Visits *3*
 Tonnage Gross *3616* Net *2665* Vessel built at *Glasgow* By whom *R. Napier & Co.* When *1881* Boilers, when made (Main) *1881* (Donkey)
 Registered Horse Power *400* Engines made at *London* When *1881* Boilers, when made (Main) *1881* (Donkey)
 No. of Main Boilers *2* Owners *S. Thompson & Co.* Port *Aberdeen* Voyage
 Steam Pressure in Main Boilers *110 lbs.* Surveyed Afloat & in Dry Dock *Green* Class of Vessel & Machinery *100 A1*
 in Donkey Boiler (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *-1- L.M.C. 2.90.*

Last Survey No. *SS Lon. No 1-86* Port *London*

Particulars of Examination and Repairs (if any)

(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 Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?

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?

Vessel placed in dry dock, sea combs. &c. & found in good condn. Propeller removed, tail shaft drawn &c. in good condn. Stern bush renewed & propeller replaced. Main boilers examd. internally & externally. found in good condn. Safety valves in good condn. & tested under steam to W.P. of 110 lbs. The main boiler will be examd. on vessel's return from present voy.

General Observations, Opinion, and Recommendation:— *As far as seen this vessel appears eligible to remain as classed.*

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ : :
 Special Damage Fee (per Section 28) £ : :
 Certificate (if required) as per margin £ : :
 Travelling Expenses (if chargeable) £ : :

Fees applied for
 18
 received by me,
 18

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

TUES 19 AUGUST 1890

FRI - 5 FEB 91

Committee's Minute

Assigned

Deferred

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.

It is submitted that this vessel
will be eligible to have B.S. 8.90
recorded when the doukey
order has been surveyed.

A.L.D.

19.8.90