

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

(Received at London Office, _____)

No. _____ Date of Writing Report 15. 4. 89 1889 Port of _____
 No. in Reg. Book. Survey held at London Date, first Survey Jan. 31 Last Survey Apr. 13 1889
330 on the Machinery of the S. S. "Forest Queen" Master _____ No. of Visits 6
 Tonnage { Gross 441 Vessel built at Renfrew By whom Henderson Cullum & Co. When 1863-10
 Net 279 Engines made at Hull When 1874 Boilers, when made (Main) 1886 (Donkey) 1884
 Registered Horse Power { 90 Owners N. Rawson + J. Robinson Port Hull Voyage _____
 No. of Main Boilers 1 Surveyed Afloat & in Dry Dock Pontoon (State name of Dock.)
 Steam Pressure in Main Boilers 80 lbs. Class of Vessel & Machinery 100 A 1.
 in Donkey Boiler 40 (As in Register Book, including date of last Boiler Survey.) L.M.C. 7.86
- N.B. 86.

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Vessel been sunk
 (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 on Pontoon sea connections examined & found to be in good condition. Propeller disconnected, tail shaft drawn, and found in good condition, a new cast-iron bush fitted & propeller replaced. Examined cylinders, Slides, Air, Circulating Feed & Bidge pumps & valves, all found to be in good condition. Crank & Thrust Shaft in good condition. Main boiler examined internally & externally found in good condition. Safety valves " " "
Main Boiler tested with hyd. press. to 112 lbs. found to be tight.
Winch boiler examined, found to be in good condition, this boiler has now been fitted with an entirely new dead weight safety valve loaded to 40 lbs. & casing gear.
Main boiler safety valve set under steam to W.P. of 80 lbs.

General Observations, Opinion, and Recommendation:— The machinery being now in good & safe working condition renders the vessel eligible in my opinion to be marked T.M.C. 4.89 in the Reg. Bk.
 (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. 1/89, B. & M.S. 1/89, or * L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 3: 3:	{ 11. 5 188 9 } in box received by me, 16/5/ 188 9
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

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

Committee's Minute TUES 14 MAY 1889
 Assigned L M B 4/89



If it is also now sent on the day of the survey, and when, one will be sent.

Insert Character of Ship and Machinery precisely as in the Register Book.

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
is eligible to have LMC 4. 89
recorded.

A.H.L.
13. 5. 89

RECORDED IN THE REGISTER OF SHIPS



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Foundation