

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

No. 330 Date of Writing Report 15.4.89 1889 Port of London  
 No. in Reg. Book. 330 Survey held at London Date, first Survey Jan. 31 Last Survey Apr. 13 1889  
 on the Machinery of the S.S. "Forest Queen" Master                      No. of Visits 6  
 Tonnage Gross 441 Net 279 Vessel built at Renfrew By whom Henderson Cullum & Co. When 1863-10  
 Registered Horse Power 90 Engines made at Hull When 1874 Boilers, when made (Main) 1886 (Donkey) 1884  
 No. of Main Boilers 1 Owners M. Rawson & J. Robinson Port Hull Voyage                       
 Steam Pressure in Main Boilers 80 lbs. ☒ Surveyed Afloat ☒ in Dry Dock Pontoon (State name of Dock.)  
 in Donkey Boiler 40 Class of Vessel & Machinery 100 A1  
 (As in Register Book, including date of last Boiler Survey.) T.M.C. 7.86  
- N.B. 86.

Last Survey No.                      Port                     

Particulars of Examination and Repairs (if any) Vessel ben 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, examined & found in good condition, a new cast-iron bush fitted & propeller replaced. Examined cylinders, Slides, Air, Circulating Feed & Biege 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. & easing gear.

Main boiler safety valves set under steam to W.P. of 80 lbs.

General Observations, Opinion, and Recommendation:— The machinery being now

(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.)

in good & safe working condition renders the vessel eligible in my opinion to be marked T.M.C. 4.89 in the Reg. Bk.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28) .....	£ 3 : 3:	11. 5 188 9
Special Damage Fee (per Section 28) .....	£ : :	
*Certificate (if required) as per margin .....	£ : :	received by me, 16/5/89
Travelling Expenses (if chargeable).....	£ : :	16/5/89

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

Committee's Minute

TUES 14 MAY 1889

Assigned

L M 6 4/89



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It is submitted that this vessel  
is eligible to have LMC 4.89  
recorded.

A.L.L.  
13.5.89



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