

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

No. *3974* Date of Writing Report *May 20 1889* Port of *Aberdeen*
 No. in Reg. Book. *104* Survey held at *Aberdeen* Date, first Survey *April 18* Last Survey *May 20 1889*
 on the Machinery of the *S. S. Saint Ann's* Master *J. Angus* No. of Visits *6*
 Tonnage { Gross *966* Vessel built at *Aberdeen* By whom *Hall Russell & Co.* When *1884* 3
 { Net *443* Engines made at *Aberdeen* When *1884* Boilers, when made (Main) *1884* (Donkey) *1884*
 Registered Horse Power *250* Owners *N. of Scotland & Orkney & Shetland Port Aberdeen* Voyage *Leith & Norway*
 No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock *15 N. Co. Aberdeen* Class of Vessel & Machinery *100 H.P. 1888*
 Steam Pressure in Main Boilers *160* (State name of Dock.)
 in Donkey Boiler *80* (As in Register Book.)

Last Survey No. *13* Port *Aberdeen*

Particulars of Examination and Repairs (if any) *Annual Survey*

(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? *yes*

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?

The whole of the engines and boilers opened up and examined as follows. Cylinders. pistons. slide valves. condenser. pumps. Crank shaft and intermediate shafting. and found in good condition.

The vessel afterwards docked and the propeller sternhub and sea cocks and fastenings examined and found satisfactory.

Main and donkey boilers thoroughly examined internally and externally. and found in good condition. Safety valves examined and afterwards adjusted to the working pressures of 160 lbs and 80 lbs respectively.

General Observations, Opinion, and Recommendation:—

(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.)

The engines and boilers of this vessel are now in good working condition and eligible in my opinion to receive the notification of *L M 65, 89*

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ *2* : *2* :
 Special Damage Fee (per Section 28) £ : :
 Certificate (if required) as per margin £ : :
 Travelling Expenses (if chargeable) £ : :

Fees applied for

20/6/ 1889

4/6/89

received by

24/5/89

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

Committee's Minute

FRIDAY 24 MAY 1889

Assigned

+ *L M 65/89*

3974 Rln

It is submitted that this

breed is eligible to

have + LMC 5.89

Recorded

MLD

22.5.89

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