

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

4086

No. 4086. Date of Writing Report *May 17* 1890 Port of *Murder*
 Reg. Book. Survey held at *Murder* Date, first Survey *May 10* Last Survey *May 15* 1890
 100 on the Machinery of the *S.S. Saint Sanniva* Master *J. Angus* No. of Visits *2*
 Tonnage Gross *466* Vessel built at *Murder* By whom *Shall Russell & Co.* When *1884* 3
 Net *443* Engines made at *Murder* When *1884* Boilers, when made (Main) *1884* (Donkey) *1884*
 Registered Horse Power *250* Owners *N. of Scot., Cork, & Shet. S.N. Co. Port Murder* Voyage *Norway*
 No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock *in dry dk* Class of Vessel & Machinery
 Steam Pressure in Main Boilers *160* (State name of Dock.)
 in Donkey Boiler *80* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *100 A. 1. 5. 89.*
 Last Survey No. Port

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?

Not done

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?

Examination of Propeller &c

The vessel placed in the above dry dock and the propeller, sternbrass, and Leacock fastenings examined and found in good condition

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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

The engines and boilers of this vessel so far as seen are in good working order and eligible in my opinion to remain as classed without fresh record of Survey

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	18
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

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

Committee's Minute *TUES 20 MAY 1890*

Assigned *as now*

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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 remain as classed.

A.H.

19.5.90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.