

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

(Received at London Office, _____)

THURS. 11 JUN 1891

4240

No. 4240 Date of Writing Report June 10th 1891 Port of Sundown
 No. in Reg. Book 103 Survey held at Sundown Date, first Survey April 1 Last Survey June 10 1891
 on the Machinery of the S.S. "Saint Rogwald" Master J. Masson No. of Visits 15
 Tonnage Gross 920 Net 484 Vessel built at Sundown By whom Hall Russell & Co When 1883 6
 Registered Horse Power 260 Engines made at Sundown When 1883 Boilers, when made (Main) 1883 (Donkey) 1883
 No. of Main Boilers 2 Owners N. of Scotland, Cork, Phil. S. Co Port Sundown Voyage Norway
 Steam Pressure in Main Boilers 90 If Surveyed Afloat or in Dry Dock in dry dock Class of Vessel & Machinery
 In Donkey Boiler 90 (State name of Dock.) _____ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 100 A. 3-90
 Last Survey No. 6346 Port Ltd B.S. 3-90
L. No 63.87 S.S. Abn No 1-84

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? 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? _____

Special damage and S.S. No 3.

In consequence of the Repairs to the hull: the tailshaft drawn in and the stern tube removed, and the whole of the main and donkey suction pipe joints broken in order to facilitate the damage Repairs

The thrust shaft placed in the lathe and trued up and afterwards refitted and the shafting lined up and two new propeller blades fitted

S.S. No 3: The cylinders, pistons, slide valves, pumps, condenser opened up and placed in good working order

The sea-cocks and fastenings examined and found in good condition.

Main and donkey boilers thoroughly examined and found satisfactory. Safety valves examined and afterwards tested and adjusted to the above working pressures of 90 lbs per sq inch

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 are now in good working condition and eligible in my opinion to receive the notification of L. No 6-91

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for <u>June 9 1891</u> <u>4 24</u> Received by me, <u>16/6/91</u>
Survey Fee (per Section 28).....	£ 5 : :	
Special Damage Fee (per Section 28).....	£ / : / :	
*Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

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

TUES. 7 JUL 1891

Committee's Minute FRI 12 JUN 1891

Assigned + L. No 6 0/91



State if Report is also now &c. or if not whether, and when, one will b.

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

4240 Obn.

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 for the record + c. M.C. 6 91

C.P.S.

11. 6 91



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THE SURVIVORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.