

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

(Received at London Office,

THURS. 11 JUN 1891)

No. 4240 Date of Writing Report June 10<sup>th</sup> 1891 Port of Sunderland  
 No. in Reg. Book. Survey held at Sunderland Date, first Survey April / Last Survey June 10 1891  
 103 on the Machinery of the S.S. "Saint Rognvald" Master J. Masson No. of Visits 15  
 Tonnage Gross 920 Vessel built at Sunderland By whom Hall Russell & Co When 1883  
 Net 484 Engines made at Sunderland When 1883 Boilers, when made (Main) 1883 (Donkey) 1883  
 Registered Horse Power 260 Owners N. of Scotland, Ltd. Port Sunderland Voyage Norway  
 No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Afloat dry dock Class of Vessel & Machinery  
 Steam Pressure in Main Boilers 90 (State name of Dock.)  
 In Donkey Boiler 90  
 Last Survey No. 6346 Port Ltd  
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 100 A. 3-90.  
 B.S. 3-90  
 L.M.C. 63.87 S.S. No 461-84

## 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.M.C. 6-91

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ 5 : :  
 Special Damage Fee (per Section 28) £ / : :  
 \*Certificate (if required) as per margin £ : :  
 Travelling Expenses (if chargeable) £ : :

Fees applied for

June 9 1891

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Received by me,

16/6/91

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.M.C. 6/91



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

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



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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 for the reward + £ M.C. 6 91

C.P.S.

11. 6 91



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THE SURVIVORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.