

4388

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

(Received at London Office)

19 MAY 92

No. *4388* Date of Writing Report *May 18* 1892 Port of *Aberdeen*
No. in Reg. Book *102* Survey held at *Aberdeen* Date, first Survey *Mar 29* Last Survey *May 17* 1892
on the Machinery of the *S.S. Saint Rognvald* Master *J. Masson* No. of Visits *10*
Tonnage Gross *984* Net *551* Vessel built at *Aberdeen* By whom *Hall Russell & Co* When *1883* 6
Registered Horse Power *250* Engines made at *Aberdeen* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*
No. of Main Boilers *Two* Owners *N. of Scot. & Gr. & Shet. S. N. Co* Port *Aberdeen* Voyage *Norway*
Steam Pressure in Main Boilers *90* If Surveyed Afloat *2* in Dry Dock *Min dry etc* Class of Vessel & Machinery
in Donkey Boiler *80* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Last Survey No. Port *SS Acton No 3, 6.91*
SS No 6 6.91

Particulars of Examination and Repairs (if any) *Annual Boiler 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 Main Boiler separately and make a thorough examination at this time? *yes*
Do. " Donkey " " " *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? *-*
Did the Surveyor examine the Safety Valves of the Main Boiler? *yes*
At what pressure were they afterwards adjusted under steam? *90 lbs*
Did the Surveyor examine the Safety Valves of Donkey Boiler? *yes*
To what pressure were they afterwards adjusted? *80 lbs*

The Vessel placed in the above dry dock, the propeller, sternbush, sea-cocks and fastenings examined
The cylinders, pistons, slide valves, shafting, pumps and condenser examined and found in good working order
Main & Donkey boilers examined internally and externally 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. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)

The Engines and Boilers of this vessel so far as seen are in good working condition and eligible in my opinion to receive the notification of *L No 65.92* in the Reg. Book

| | | | |
|--|-------------|------------------------|--------------------|
| Office or Registration Fee (per Sec. 27) | £ : | Fees applied for | <i>May 17 1892</i> |
| Survey Fee (per Section 28) | £ 2 : - : - | <i>G. L. H.</i> | |
| Special Damage Fee (per Section 28) | £ : | Received by me, | <i>20/5/92</i> |
| Travelling Expenses (if chargeable) | £ : | <i>G. L. Hindmarsh</i> | |

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

*State if Certificate is required ☒

Committee's Minute *FRI 20 MAY 1892*

Assigned *+ L Mc 5.92*

W388 ADN

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 + L.M.C. 5-72

Cyph.

195-92.



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