

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

4479

(Received at London Office) MO. 14 NOV 1892

No. 4479 Date of Writing Report Nov 12th 1892 Port of Aberdeen

No. in Reg. Book 43 Survey held at Aberdeen Date, first Survey Oct 29 Last Survey Nov 11 1892
 on the Machinery of the S. S. Saint Blair Master O. Sutherland No. of Visits 12

Tonnage { Gross 564 Vessel built at Glasgow By whom R. Elder & Co. When 1868 2
 Net 300

Registered Horse Power 180 Engines made at " When 1868 Boilers, when made (Main) 1885 (Donkey)
 No. of Main Boilers One Owners N. of S. & Co. S. S. Co. Port Aberdeen Voyage boasting
 Steam Pressure in Main Boilers 60 lb If Surveyed Afloat or in Dry Dock in dry dock
 in Donkey Boiler 45 (State name of Dock.)

Last Survey No. _____ Port _____ Class of Vessel & Machinery A 1.10-91
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

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 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? 60 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes

To what pressure were they afterwards adjusted? 45 lb

Annual Boiler Survey

The vessel placed in the above dry dock and the propeller stemhead and sea cock fastenings examined. One propeller blade broken a new tip has been riveted on.

Main and donkey boilers thoroughly examined internally and externally. Sixty tubes renewed in the Main Boiler. The tube plates cracked in a few places between the tubes have been boxed and riveted. The donkey boiler forward slightly bulged. The neck of the uptake and the crown of the forward slightly grooved. New donkey boiler safety valve fitting fitted. A very slight mark on the forward crank pin but which is of no importance. This crank shaft however has been removed and a new crank shaft for the forward engine fitted.

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 to far as seen are in good working order and eligible in my opinion to remain as classed and to be noted B.S. 11-92 in the Register Book.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	
Survey Fee (per Section 28).....	£ 2 : 2 :	<u>Nov 11 18 92</u>	<u>[Signature]</u>
Special Damage Fee (per Section 28).....	£ : :	<u>45 lb</u>	
Travelling Expenses (if chargeable).....	£ : :	Received by me,	<u>[Signature]</u>
		<u>23/11/92</u>	Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

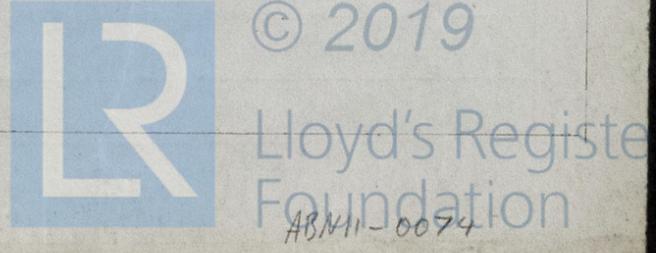
*State if Certificate is required _____

Committee's Minute TUES. 15 NOV 1892

Assigned B.S. 11, 92

Report is also now sent on...
 15.-L. B. P. H.-Form No. 9.-Transfer Ink-5,000, 1892
 *Certificate to...
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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



4479 ABN

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 REGULAR B.S. 11-92,
in view of her wear, some repairs
were effected to the boiler,
The fire-Count shaft was renewed
on acct of a crack in the
old one

M.A.
14-11-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.