

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

4479

No. 4479 Date of Writing Report Nov 12th 18 92 Port of Aberdeen
 No. in Reg. Book 43 Survey held at Aberdeen Date, first Survey Oct 29 Last Survey Nov 11 18 92
 on the Machinery of the S. S. Saint Blair Master C. Sutherland No. of Visits 12
 Tonnage { Gross 564 Vessel built at Glasgow By whom R. Elder & Co. When 1868 2
 Net 300 Engines made at " When 1868 Boilers, when made (Main) 1885 (Donkey) ✓
 Registered Horse Power 180 Owners N. of S. G. & Co. S. S. Co. Port Aberdeen Voyage boasting
 No. of Main Boilers One If Surveyed Afloat or in Dry Dock At dry dock
 Steam Pressure in Main Boilers 60 lb (State name of Dock.)
 in Donkey Boiler 45 Class of Vessel & Machinery A 1.10-91
 Last Survey No. " Port " (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?

Do. " Donkey " " "

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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Annual Boiler Survey

The vessel placed in the above dry dock and the propeller turnbush 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 boned and riveted. The donkey boiler firebox slightly bulged. The neck of the uptake and the crown of the firebox 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 X.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 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) £ :
 Survey Fee (per Section 28) £ 2 : 2
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :

Fees applied for

Nov 11 18 92

45 lb

Received by me,

23/11/92

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



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Report is also now sent on or not whether, and when, one will be

not to

Certificate to

16.-L.R.P.H. Form No. 9.-Transfer Ink-5,000, 19,891

(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,
on account of her wear, some repairs
were effected to the boiler,
The fire-Engine shaft was renewed
on account of a crack in the
old one

W.A.

14-11-92



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