

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

THUR, JUN 4 1896

Date of writing Report *June 3rd* 18*96* When handed in at Local Office *June 3rd* 18*96* Port of *aberddeen*
 No. in Reg. Book. *125* Survey held at *aberddeen* Date, First Survey *May 26th* Last Survey *June 1st* 18*96*
 on the Machinery of the *Wood, Iron or Steel* *S.S. "Saint-Rognald"* Master *J. Masson*
 Tonnage { Gross *1053* Net *606* Vessel built at *aberddeen* By whom *Thos Russell & Co* When *1883-6*
 Registered Horse Power *279* Engines made at *aberddeen* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*
 No. of Main Boilers *2* Owners *J. & S. McK. & Shetland* Port *aberddeen* Voyage *Shetland*
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *AV & SH*
 Steam Pressure—
 in Main Boilers *90 lbs*
 in Donkey Boilers *80*

Last Survey No. *Annual* Port *aberddeen*Particulars of Examination and Repairs (if any) *B.S.*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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?

Has the propeller shaft been drawn and examined at this time?

If the Survey is not complete state what arrangements have been made for its completion?

The sea connections, & propeller fastenings examined & found in good order—

The boilers both main & donkey, & their safety valves examined & found in good order—
all safety valves afterwards adjusted under steam as above.—

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,95, B.&M.S. 9,95 or S.L. M.C. 9,95, &c.)

This vessel's machinery appears to be in good condition, eligible in my opinion to remain as classed, and to have the notation of B.S. 6.96 recorded in the Reg. Book—

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ *1* : *16*
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :

Fees applied for

June 2nd 1896

Received by me,

4/6/96

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

*State if Certificate is required.

Committee's Minute

Assigned

FRI. JUN 5 1896

B.S. 6.96

© 2019

Lloyd's Register Foundation

ABN 13 0182

5236 abn

It is submitted that
this vessel is eligible for
THE RECORD B.V. 6.96

[Signature]
4.6.96.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damaged as to spread the ink, or cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation