

3993

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

(Received at London Office,

FRIDAY 12 JULY 1889

No. 3993 Date of Writing Report July 10 1889 Port of Aberdeen
 No. in Reg. Book. 43 Survey held at Aberdeen Date, first Survey July 2 Last Survey July 8 1889
 In the Machinery of the S.S. Saint Clair Master E. Nicolson No. of Visits 4
 Tonnage Gross 564 Net 300 Vessel built at Glasgow By whom Randolph Elder & Co When 1868 2
 Registered Horse Power 180 Engines made at When 1868 Boilers, when made (Main) 1885 (Donkey)
 No. of Main Boilers 1 Owners North of Scotland & Grt. Brit. & Sth. Sea Port Aberdeen Voyage Coasting
 Steam Pressure in Main Boilers 40 If Surveyed Afloat or in Dry Dock afloat Class of Vessel & Machinery A1 12-88
 in Donkey Boiler (State name of Dock.) (As in Register Book, including date of last Boiler Survey.)

Last Survey No. Port

Particulars of Examination and Repairs (if any) N 1385 S. M. 62.55 S.S. Lth No. 3. 2-85
(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? No

If this was not done, state for what reasons? Not opened up

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?

Machinery Repairs

This vessel having had an accident to her machinery in Aberdeen Bay on the 2nd instant on examination it was found that the crankpin bolts had broken and on the upstroke of the engine the whole of the H. P. cylinder cover bolts had been carried away; the H. P. gland and stuffing box were also broken and the studs for same. The whole of the damage being confined to the H. P. engine

The H. P. crank pin bolts have been renewed also the whole of the cylinder cover bolts. A new gland and stuffing box and studs for same, have been fitted, and the piston, cylinder, and piston rod examined.

Notice was given of the S.S. No. being due which it is proposed to hold at Leith

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 ex. mple, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

The Engines & Boilers of this vessel so far as seen are in good working condition and eligible in my opinion to remain as classed without fresh record of Survey

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 25)	£	:	:	10/4 1889
Special Damage Fee (per Section 25)	£	:	:	
*Certificate (if required) as per margin	£	:	:	received by me
Travelling Expenses (if chargeable)	£	:	:	1889

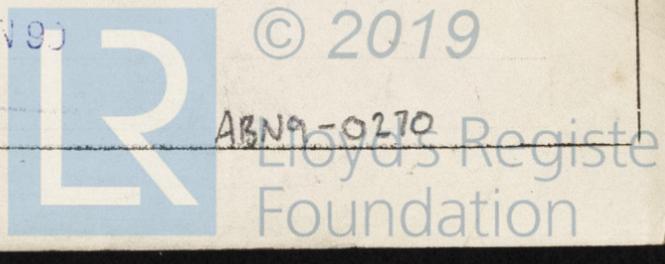
G. L. Hindmarsh
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES 16 JULY 1889

TUE 7 JAN 93

T. & S. Form No. 9 - Transfer Ink - 6d. * Certificate (The Surveyors are requested not to write on or below the space for Committee's Minute)

Assigned
Defered for S.S. No. 1
Completed SS No. 1 23/11/89



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

3993 ABM

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 the
need is capable to
remain as
closed.
W.A.
12-7-89



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