

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

(Received at London Office,)

MON 16 JAN 90

No. 4040 Date of Writing Report Jan 2<sup>nd</sup> 1890 Port of Sturdee  
 No. in Reg. Book 43 Survey held at Sturdee Date, first Survey Dec 12 Last Survey Dec 31 1889  
43 on the Machinery of the S.S. Saint Clair Master Nicolson No. of Visits 8  
 Tonnage { Gross 567 Net 300 Vessel built at Glasgow By whom Randolph Elder When 1868 2  
 Registered Horse Power 180 Engines made at " When 1868 Boilers, when made (Main) 1865 (Donkey) "  
 No. of Main Boilers 1 Owners J. F. Scott & Co. & J. H. Scott & Co. Port Sturdee Voyage Coasting  
 Steam Pressure in Main Boilers 60 If Surveyed Afloat or in Dry Dock Abn dry dk Class of Vessel & Machinery  
 in Donkey Boiler 45 (State name of Dock.) " (As in Register Book, including date of last Boiler Survey.) \* A 1 12 88

Last Survey No. " Port "  
 Particulars of Examination and Repairs (if any) S.M. 6 2.85 & N.B. 85 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? 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? "

## Special Survey No. 1

The vessel placed in dry dock and the propeller, turnbuckle, sea-cocks and fastenings examined the tail shaft drawn in and found in good condition  
 The cylinders pistons slide valves, condenser pumps crank shaft and tunnel shafting examined and found in good working order  
 Main and donkey boilers opened up and thoroughly examined internally and externally and the former retubed. Safety valves examined and tested to the working pressure of 60 lbs and 45 lbs respectively

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

The engines & boilers of this vessel are now in good working condition and eligible in my opinion to receive the notification of L.M.C. 12-89 in the Register Book

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 4 : 10 :	<u>Jan 2 1890</u>
Special Damage Fee (per Section 28).....	£ : :	
*Certificate (if required) as per margin.....	£ : 5 :	received by me,
Travelling Expenses (if chargeable).....	£ : :	<u>6.1. 1890</u>

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

Committee's Minute TUE 17 JAN 90  
 Assigned L.M.C. 12/89



4040 1874

It is submitted that this vessel

is eligible to have L.M.C.

12-29. recorded

W.A.

6-1-90

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