

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

No. 50098 Date of Writing Report 28. 11. 89 1889 Port of London
No. in Reg. Book. Survey held at London Date, first Survey 4 Last Survey No. 28 1889
640 on the Machinery of the S. S. "Sirius" Master No. of Visits 1
Tonnage Gross 1085 Net 668 Vessel built at Treguack By whom Brumer & Co When 1884 Boilers, when made (Main) 1884 (Donkey)
Registered Horse Power 120 Engines made at ShKride Port & Helongfors Voyage
No. of Main Boilers 1 Owners Finiska
Steam Pressure in Main Boilers 76 lbs. X Surveyed Afloat on in Dry Dock June Reg. to hf. Class of Vessel & Machinery 100 A1
in Donkey Boiler (State name of Dock.)

Last Survey No. 7044 Port Hull (As in Register Book, including date of last Boiler Survey.) - 1 - L.M.C. 8 87 S.S. Cpn No 1-87.

Particulars of Examination and Repairs (if any) Annual B.S

(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?
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?

Examined Main Boiler internally & externally, one of the furnaces (corrugated) slightly deflected, the other has two corrugations bulged 5 1/2 down & 17" long. These crowns are strengthened with strong girders. These deflections are said to have existed from a few months after the vessel was built & do not appear to have altered their shape. The boiler has now been repainted.

The Safety valves were not opened out & the Munch boiler was under steam

To complete the survey the Safety Valves of Main boiler, Munch boiler & safety valves to be examined. & all safety valves to be set under steam, which the owners propose to have done on the vessel's return pay in a month's time

General Observations, Opinion, and Recommendation:— As far as seen this vessel

(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, E. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)
appears eligible to remain as classed.

or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Fee (per Section 28)	£	1	10	5.12. 1889
Damage Fee (per Section 28)	£	:	:	
to (if required) as per margin	£	:	:	received by me,
Expenses (if chargeable).....	£	:	:	7/12 1889

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

Friday 6 DEC 1889 TUES 10 DEC 1889 FRIDAY 2 MAY 1890
Deferred for Completion
Lloyd's Register Foundation
LON 6887-0034

It is submitted that this vessel will be eligible
to have B.S. 11-89 recorded when the
links, links, and the safety valves of
the Main and donkey boilers have
been examined, and all the
safety valves adjusted
under steam.

W.A.

5/12/89

