

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

Date of writing Report *15th Nov 98* When handed in of Local Office *15th Nov 98* Port of *St John Wld.*
 No. in Reg. Book *1155* Survey held at *St John Wld.* Date, First Survey *Sept 1898* Last Survey *1898*
on the Machinery of the Wood, Iron or Steel, 30 St. Strathlaven. Master *S. Morrison*
 Tonnage { Gross *2439* Net *1588* Vessel built at *Port Glasgow* By whom *Blackwood & Co. Ltd* When *1895* Boilers when made (Main) *1889* (Donkey) *84*
 Registered Horse Power *232* Engines made at *Glasgow* When *1895* Boilers when made (Main) *1889* (Donkey) *84*
 No. of Main Boilers *100* Owners *Burnell & Co* Port *Glasgow* Voyage *New York*
 No. of Donkey Boilers *04* Surveyed *Afloat or in Dry Dock* *Superior Dry Dock*
 Steam Pressure in Main Boilers *160 lbs* (State name of Dock.)
 in Donkey Boilers *54*

Last Survey No. *324* Port *St John Wld.*Particulars of Examination and Repairs (if any) *Damage.*

Periodical Surveys, when held, must be reported in detail and verbatim 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 date 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?

What parts of the Boilers could not be thus thoroughly examined?

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?

To what pressure were they afterwards adjusted under steam? *160 lbs.*

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam? *54*Was the propeller shaft been drawn and examined at this time? *New*If spare propeller shaft fitted, state whether new? *No*

What the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

New bush & lining

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Complete.

Damage Repairs. The vessel placed in dry dock. and new stern bush fitted & lined with lignum vitae. New Tail Shaft fitted. & The Old Propeller fitted. & The Nut well tightened up & secured. The intermediate shaft propellers found and made good. & new coupling bolts to the after end. & the flaw found in the 5th length of tunnel shafting was not dealt with. The Surveyor reported that it was seen by the Surveyor at home, and that at this time there was not any further indications of it extending. The Boilers were found to be in good condition. & the Safety Valves adjusted under steam.

The Donkey Boiler also found in good order. & tested under steam to 54 lbs. but is worked with a pressure of 45 lbs. only. The Machinery was opened out. & carefully examined. and found to be in good order. & condition.

The low pressure crank shaft, was not dealt with. being out of line & perceptible. The Surveyors attention was called to it.

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, R.S. 9, 97, R.&M.S. 9, 97 or S.L.M.C. 9, 97, &c.)

It is reported to me by James Angel, Marine Engineer. & one of the Surveyors on this vessel, that all repairs was efficiently carried out at that time. & in his opinion the vessel in all respects was in good and efficient condition & eligible to remain as classed. & to have record of Survey.

Office or Registration Fee (per Sec. 27) £ 18
 Survey Fee per Section 28 £ 18
 Special Damage Fee (per Section 28) £ 18
 Travelling Expenses (if chargeable) £ 18

Fees applied for
 18
 Received by me,
 18

The notations of B & U.S. 10-98.
 George. Heather.
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required
 Committee's Minute
 Assigned *22 Nov 98*
subject

FRI. 9 DEC 1898

TUES. 21 MAR 1899

TUES. 28 MAR 1899



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S.S. N° 2 du. 10.9.97. Complete.

New screw shaft fitted, and slight
repairs to Engine due to damage.

It is submitted that

this vessel is eligible for

THE RECORD. ~~13/10/97~~ D.M.B. 10.98.

ACK.

A.B.H.

6.12.98.

N.B.—If this Report is copied by Copying Press, special 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.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

LR-FAF-SAD-97



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