

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

(Received at London Office)

FRI. 25 AUG 1899

Date of writing Report	August 23 <sup>rd</sup> IN 99	When handed in at Local Office	18. Port of Marseilles
No. in Reg. Book	Survey held at Marseilles		Date, First Survey 11 <sup>th</sup> August Last Survey
1223	on the Machinery of the Wood, Iron or Steel. L. S. Inst. S. Strathleven Master		(No. of Visits) One 1899
Tonnage	Gross 2436	Net 1588	YEAR. MONTH.
Registered	232	Horse Power	Vessel built at Port Glasgow By whom Blackwoods Gordon When 1875 11
No. of Main Boilers	2		Engines made at A. Ingla. Glasgow When 1875 Boilers, when made (Main) 1884 (Donkey) 1884
No. of Donkey Boilers	1	Owners Burwell & Son	Port Glasgow Voyage ?
Steam Pressure— in Main Boilers	160	If Surveyed Afloat or in Dry Dock Afloat	(State name of Dock.)
in Donkey Boilers	54		

Last Survey No. 3265 Port Genoa N.Y.

## Particulars of Examination and Repairs (if any)

*(Periodical Surveys, when held, must be reported in detail and variation 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.)*

CHARACTER.	YEAR.	MONTH.	Machinery and Boiler Surveys (including date of N.H., if any).
For Special Survey, Date of last Survey and of Periodical Surveys.			
<b>† 100 A. 7/99.</b>			L.M.C. 10.98
S.S. GL 102-1489			N.B. 10.8.9
S.S. Gen 102-99			

- If so, is the Report sent now, or when will it be sent?
- Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? **no**
- Do. " Donkey " " " " **no**
- 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? **no** To what pressure were they afterwards adjusted under steam? **not adjusted**
- Did the Surveyor examine the Safety Valves of Donkey Boiler? **no** To what pressure were they afterwards adjusted under steam? **not adjusted**
- Has the propeller shaft been drawn and examined at this time? **no** If spare propeller shaft fitted, state whether new? —
- State the distance between lignum vites of stern bush and top of after bearing of screw shaft? —
- If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? —

## Damage Survey.

At the request of the Master I proceeded on board the above named steamer in order to ascertain the damage sustained by the propeller said to have been caused at sea during the last voyage from New York to Marseilles. —

The vessel being damped. I found one propeller blade lost & a second loose, the studs being broken or slack. —

The after liner which protrudes from the stern tube bore a slight longitudinal crack. —

Repairs One propeller blade was replaced by a spare one which was on board. The other was refined & new studs fitted or the old ones tightened up. —

The liner was pinned in way of cracks by means of three studs. The cement was renewed for these two blades & partly so for another. —

## 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. 0.97, B.A.M.S. 0.97 or G.L.M.C. 0.97, 140 lb., F.D., &c.)*

The propeller is now in good working order. —

Office or Registration Fee (per Sec. 27).....	£ 10. 0	Fees applied for
Survey Fee per Section 28).....	£ 1. 0	18
Special Damage Fee (per Section 28).....	£ 1. 10 0	
Travelling Expenses (if chargeable).....	£ 4. 0	Received by me, 18

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

Damage to propeller shaft  
One blade removed  
Shaft bent  
Repaired.

It is submitted  
this vessel is eligible to  
remain as CLASSED

JMKD  
25/12/19

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

LET THE SURVEYORS BE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

LR-FAR-SA10-110



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