No. 144449.

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

(Received at London Office MON. JUN 1 1896)

Date of writing Report 28th May 1896 When handed in at Local Office 28th May 1896 Port of Glasgow

No. in Reg. Book. Survey held at Glasgow Date, First Survey 23rd May Last Survey 27th May 1896 (No. of Visits 3)

~~375~~ 381 on the Machinery of the ~~Wood, Iron or~~ Steel S.S. Hestia Master Kemis

Tonnage { Gross 3790 / Net 2434 } Registered Horse Power 390

No. of Main Boilers 2

No. of Donkey Boilers 1

Steam Pressure— in Main Boilers 160 in Donkey Boilers 80

Vessel built at Sunderland By whom H. Doxford & Son When 1890 (Year 3 Month)

Engines made at Sunderland When 1890 Boilers, when made (Main) 1890 (Donkey) 1890

Owners Donaldson Bros Port Glasgow Voyage Montreal & Baltimore

If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.) Queen

Last Survey No. 14346 Port Glasgow Part Annual

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100 A1 11-95		✠ L M C 1-94
S.S. Ch. Nov 1-94 Spar dk		

Particulars of Examination and Repairs (if any) Boiler Survey

(Periodical Surveys, when held, must be reported in detail and seriatim 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.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

Do. " Donkey " " " No.

If this was not done, state for what reasons? Donkey boiler being used for cargo purposes.

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? Yes.

At what pressure were they afterwards adjusted under steam? 163 lbs per square inch.

Did the Surveyor examine the Safety Valves of Donkey Boiler? No

To what pressure were they afterwards adjusted?

Has the propeller shaft been drawn and examined at this time? No

If the Survey is not complete state what arrangements have been made for its completion? To complete the survey eight stays in the port wing, and six in the starboard wing C Chamber sides of the starboard boiler require to be renewed, also the examination of the donkey boiler. The owners state that the vessel is expected to be in Glasgow in five weeks time when the survey will be completed.

Examined the two main boilers and their safety valves & mountings found same in good condition, with the exception of eight C C side stays in port wing & six C C side stays in starboard wing of starboard boiler which are much wasted. Also found the two waste steam pipes broken at about 3" from flanges on safety valves. These pipes have now been cut and 18" of new piping brazed on each.

Steam raised in the two main boilers and the safety valves adjusted to 163 lbs per □".

General Observations, Opinion, and Recommendation:—The machinery of this vessel

(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. 4,94, B.&M.S. 4,94 or ✠L.M.C. 4,94, 140 lb., F.D., &c.)

so far as seen, is in safe working condition and is eligible in my opinion to remain as classed with fresh record of B.S. 5-96 when the repairs to starboard boiler is completed and the donkey boiler examined.

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for 28/5/1896
Survey Fee (per Section 28)	£2 : 16 :	
Special Damage Fee (per Section 28)	£ : :	Received by me, 30/5/1896
Travelling Expenses (if chargeable)	£ : :	

*State if Certificate is required

George Murdoch

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

Committee's Minute TUES. JUN 2 1896 FRI. JUN 5 1896 FRI. JUL 17 1896

Assigned Deferred for completion of B.S.

State if a Report, is also now sent on the Ship. No

or if not whether, and when, one will be sent.

*Certify

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

16—LRPH—Report No. 9—Transfer Ink—5,000, 3/4/96.

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