

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

(Received at London Office) **SEP 25 1896**

Date of writing Report 23rd Sept 1896 When handed in at Local Office 23rd Sept 1896 Port of Glasgow

No. in Reg. Book. 67 Survey held at Glasgow Date, First Survey 10 Sept 1894 Last Survey 18 Sept 1896

on the Machinery of the Wood, Iron or Steel S.S. Saint Hagens Master M. Mackie

Tonnage { Gross 1321 Net 821 Vessel built at Newcastle By whom Schlesinger, Davis & Co When 1878 6

Registered Horse Power 144 Engines made at Newcastle When 1878 & Boilers, when made (Main) 1895 (Donkey) 1886

No. of Main Boilers 2 Owners S.S. Hagens Co. Ltd. Port Glasgow Voyage Oran

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. 100 A 2 Port Dublin and

Particulars of Examination and Repairs (if any) Donkey Boiler Survey 10-95

(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 " Yes.

If this was not done, state for what reasons? Main boiler not due for survey

And what parts of the Boilers could not be thus thoroughly examined? None

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? None

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

At what pressure were they afterwards adjusted under steam? None

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted? Not adjusted.

Has the propeller shaft been drawn and examined at this time? Yes

If the Survey is not complete state what arrangements have been made for its completion? To complete the survey, new safety valves and main stop valve require to be fitted on donkey boiler. The owners state that this will be done on vessels return to Glasgow in about six weeks time.

When this vessel was on slipway the propeller and sea cock fastenings were examined and found in order.

Donkey boiler and its safety valves and mountings opened up and examined, found the safety valves very much worn at the seats.

The main stop valve, not of the non return type and placed on steam pipe so that the steam from main boiler raises the valve. recommended the stop valve to be turned end for end and made non-return, new safety valves to be fitted, and the mountings overhauled.

The mountings have been overhauled, but in taking stop valve adrift, the workman broke one of the flanges, recommended new stop valve to be fitted.

The old valves and stop valve have been put together for the present voyage, as the new ones being made by Messrs Hutson & Corbett were not ready.

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. 9,95, B.&M.S. 9,95 or S.L.M.C. 9,95, 140 lb., F.D., &c.)

so far as seen is in safe working condition, and is eligible in my opinion to remain as classed, subject to the new safety valves and stop valve being fitted on vessels return to United Kingdom

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 22/9 1896

Survey Fee (per Section 28) £ 1.18 " Received by me, 23/9 1896

Special Damage Fee (per Section 28) £ : : George Spurdock

Travelling Expenses (if chargeable) £ : : Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required

Committee's Minute TUES. SEP 29 1896 TUES 3 NOV 1896 TUES 8 DEC 1896

Assigned As now subject

Has a Survey also been had on Ship? If so, is the Report sent now, or when will it be sent? Certificate to be sent. (The Surveyors are requested not to write on or obliterate the space for Committee's Minute.)

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



Repair to donkey boiler owing to wear & tear

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

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It is submitted that this vessel is eligible to remain AS CLASSED, subject to the safety valves & stop valve of donkey boiler being removed & the former adjusted under steam on the vessel's return to the U. K. next survey of D. B. due 9.9.97

[Signature]
25.9.96



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

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