

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

(Received at London Office **NOV 17 1896**)

Date of writing Report *Nov 13 1896* When handed in at Local Office *16<sup>th</sup> Nov 1896* Port of *Glasgow*

No. in Reg. Book *240* Survey held at *Glasgow* Date, First Survey *5<sup>th</sup> October* Last Survey *Nov 14 1896*

on the Machinery of the *Wood, Iron or Steel* *Majallane's late Alaska* Master *G. Galiano*

Tonnage Gross *6902* Net *3554* Vessel built at *Glasgow* By whom *J. Elder & Coy* When *1881*

Registered Horse Power *1781* Engines made at *Glasgow* When *1881* Boilers, when made (Main) *1881* (Donkey) *1881*

No. of Main Boilers *9* Owners *Compania Transatlantica* Port *Barcelona* Voyage *Cuba*

No. of Donkey Boilers *1* Steam Pressure in Main Boilers *100 lbs* If Surveyed Afloat or in Dry Dock *Both* in Donkey Boilers *60 lbs* (State name of Dock.) *Cowan*

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) \_\_\_\_\_

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 since last Survey. (Including date of N.B., if any).
<i>+100 A1</i>	<i>L.M.C</i>
<i>4.93</i>	<i>11/94</i>
<i>55 lbs 2-90</i>	

- 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? \_\_\_\_\_
- 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? *100 lbs*
- Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*
- To what pressure were they afterwards adjusted? *60 lbs*
- 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? \_\_\_\_\_

*Engines opened up & cylinders valves & shaft bearings examined also pumps & connections. Leaks & valves opened & overhauled. Propeller & stern bush examined. New Salometer fitted in place of old one. Boilers examined throughout. Safety valves chests renewed & corrected, made good, a considerable number of tubes renewed in main Boilers & Donkey Boiler re-tubed & outer rows of screw stays in Comb<sup>st</sup> Chamber renewed & caulked where necessary. Lead pipes repaired & re-jointed.*

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

*The above repairs have now been carried out by The Fairfield Coy Ltd and the machinery & boilers are now in good working condition & eligible in our opinion to be noted in the Register Book. L.M.C 11/96*

Office or Registration Fee (per Sec. 27) £ \_\_\_\_\_

Survey Fee (per Section 28) £ *5.19*

Special Damage Fee (per Section 28) £ *4.19*

Travelling Expenses (if chargeable) £ \_\_\_\_\_

Fees applied for *13/11 1896*

Received by me, *James Molleson A.M. Keand*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required *Yes* **TUES 17 NOV 1896**

Committee's Minute \_\_\_\_\_

Assigned *L.M.C 11.96*

Ship? *Yes*  
If so, is the Report sent now, or when will it be sent?  
Certificate to be sent to *Glasgow*  
2048.—24/9/96.—Transfer Intk.  
(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.



Several tubes in Main boilers and all in Donkey  
boilers removed, also outer row of screws stays  
in combustion of Donkey B's - on account of wear  
Hear.

It is submitted that  
this vessel is eligible for  
THE RECORD. L.M.C. 11.96.  
R. E.  
17/11/96.

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.



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