

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

(Received at London Office. TUES 2 FEB 1897)

Date of writing Report 30 Jan'y 1897 When handed in at Local Office 30 Jan'y 1897 Port of Glasgow
No. in Reg. Book. 381 Survey held at Glasgow Date, First Survey 4th Jan'y 1897 Last Survey 29 Jan'y 1897
on the Machinery of the Wood, Iron or Steel Hestia Master J. Taylor
Tonnage { Gross 3490 Vessel built at Sunderland By whom H. Bedford Mans When 1890 - 3
Net 2424 Engines made at " When 1890 Boilers, when made (Main) 1890 (Donkey) 1890
Registered Horse Power 390 Owners Donaldson Bros. Port Glasgow Voyage H.S.
No. of Main Boilers 2 No. of Donkey Boilers 1
Steam Pressure in Main Boilers 160 lbs If Surveyed Afloat or in Dry Dock Queen's
in Donkey Boilers 80 lbs (State name of Dock.)

Last Survey No. " Port "
Particulars of Examination and Repairs (if any) Annual B.S.

(Periodical Surveys, when held, must be reported in detail and serially 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.		Machinery and Boiler	
* for Special Survey.		Surveys	
Date of last Survey and of Periodical Surveys.		(including date of N.B., if any).	
<u>1100 A1.</u>		<u>1 Lm.C. 1, 94</u>	
<u>4, 96</u>		<u>B.S. 5, 96.</u>	
<u>S.S. No 1 94</u>			

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?

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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

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

If the Survey is not complete state what arrangements have been made for its completion? Donkey Boiler to be examined on vessel's return to Glasgow.

Main Boilers - Shells, Stays, Combustion Chambers and Furnaces examined and found in good condition. All plain tubes and 7/8 Stay tubes have been renewed.

Engines - Propeller and fastenings of sea connections in good condition. New propeller shaft and Stern Bush fitted.

General Observations, Opinion, and Recommendation:— The Boilers of this vessel and
(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 machinery so far as seen, are now in good and safe working condition and eligible in our opinion to remain as classed, with record of B.S. 1, 96 when the Donkey Boiler has been surveyed.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	3	10	<u>1/2</u> 1897
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

Received by me, Wm. Austin C.B. Brown
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required as now
Committee's Minute
Assigned

TUES MAR 16 1897