

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

(Received at London Office)

TUES MAR 2 1897

Date of writing Report *25<sup>th</sup> Feb* 1897 When handed in at Local Office *25<sup>th</sup> Feb* 1897 Port of *Glasgow*  
 No. in Reg. Book. *329* Survey held at *Glasgow* Date, First Survey *19<sup>th</sup> Feb* Last Survey *25<sup>th</sup> Feb* 1897  
*on the Machinery of the Wood, Iron or Steel & Phoenix* Master *Rescott*  
 Tonnage { Gross *1703* Net *1065* Vessel built at *Sunderland* By whom *Atchy: & Co* When *1883* - *4*  
 Registered Horse Power *178* Engines made at *Hartlepool* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*  
 No. of Main Boilers *1* Owners *W. S. Miller & Co* Port *London* Voyage  
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Govan*  
 Steam Pressure in Main Boilers *80 lb* (State name of Dock.)  
 in Donkey Boilers *50 lb*

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

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	YEAR. MONTH.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+100 A.I.</i> <i>10, 95</i>		<i>+L.M.C. 4, 95</i> <i>B.S. 10, 96</i>
<i>S.S. No. 3-7, 95</i>		

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Damage*

(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.)

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? *No*And what parts of the Boilers could not be thus thoroughly examined? *No*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? *No*Did the Surveyor examine the Safety Valves of the Main Boiler? *No*At what pressure were they afterwards adjusted under steam? *No*Did the Surveyor examine the Safety Valves of Donkey Boiler? *No*To what pressure were they afterwards adjusted? *No*Was the propeller shaft been drawn and examined at this time? *Yes* If spare propeller shaft fitted, state whether new? *New shaft.*

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

*Engines - Damage stated to have been done when aground in the river.*

*On Examination found the propeller shaft fractured at Key way, the Key broken in several pieces, the metal at the Key wayside in propeller badly broken, the Lignum vitae of the Stern Bush worn, and Bolts in ship's side to blow off cock broken. It was recommended that the spare propeller and shaft be fitted, that new Lignum vitae be fitted in Stern Bush, that the broken bolts in blow off cock joint be renewed, and all shafting be opened for examination. These recommendations have been duly carried out. The shafting when examined was found in good order.*

*The Spare tail shaft now fitted was examined and found sound. It is slightly corroded from lying in the Hold amongst iron ore, but it does not appear to have been previously used.*

General Observations, Opinion, and Recommendation:— *The Machinery of this*

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

*Vessel so far as seen is now in good and efficient condition and eligible in my opinion to remain as classed.*

Office or Registration Fee (per Sec. 27)..... £ : : Fees applied for  
 Survey Fee (per Section 28)..... £ : : 18  
 Special Damage Fee (per Section 28)..... £ : :  
 Travelling Expenses (if chargeable)..... £ : :  
 Received by me, *Wm. Austin*

\*State if Certificate is required

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

Committee's Minute *TUES MAR 9 1897**FRI. MAR 26 1897*Assigned *As now*Lloyd's Register  
Foundation

GLS177-0038



Propeller, screw shaft, wood in stern bush  
& bolts in blow off cock joint renewed due  
to damage.

It is submitted that  
this vessel is eligible to  
remain AS CLASSED.

A.E.

2/3/94



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THE SURVIVORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.