

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

(Received at London Office

THUR, 22 APR 1897

Date of writing Report 18 _____ When handed in at Local Office 18 _____ Port of Glasgow
No. in Reg. Book 67 Survey held at Glasgow Date, First Survey 14th April 1894 Last Survey 14th April 1894
on the Machinery of the Wood, Iron vessel s/s "Saint Hagans" Master One
Tonnage { Gross 1321 Net 821 Vessel built at Newcastle By whom Schlesinger Danis & Co When 1878 YEAR. MONTH.
Registered Horse Power 144 Engines made at " When 1878 Boilers, when made (Main) 1895 (Donkey) 1886
No. of Main Boilers two Owners S. S. Hagans & Co (Lim) Port Glasgow Voyage _____
No. of Donkey Boilers one Surveyed Afloat Quays Dock _____
Steam Pressure in Main Boilers 90 in Donkey Boilers 35 (State name of Dock.)

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 to be retained.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A 1</u>		<u>+L.M.C</u>
<u>9.96</u>		<u>7.95</u>
<u>SS Off N° 3-11.90</u>		<u>+NB 7.95</u>
<u>SS G's N° 1.95</u>		

Last Survey No. 14849 Port Gls
Particulars of Examination and Repairs (if any) D.B. Survey

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 " yes and cut off.
If this was not done, state for what reasons? Main boilers not due for survey.

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? yes To what pressure were they afterwards adjusted? not adjusted

Has the propeller shaft been drawn and examined at this time? ✓ If spare propeller shaft fitted, state whether new? ✓

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

The donkey boiler opened out, examined internally and externally, found the uptake very much scalded & thin in places, also the man hole door a bad fit. Recommended the boiler not to be used again until the defects are made good. Safety valves and other mountings found good.

General Observations, Opinion, and Recommendation:— Is eligible to remain

(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.)

as classed with record of D.B. not to be used again until efficiently repaired.

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,
				18

*State if Certificate is required

Committee's Minute FRI. 23 APR 1897 TUES 8 JUN 1897

Assigned as now subject

Write On.
26.24/4/97

Mr J

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

Lloyd's Register
Foundation
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GLS177-0248

Iron Key Boiler examined, up to the front
thin, 8 men hole done a bad fit

It is submitted that
this vessel is eligible to
remain as **CLASSED**. Subject to the

Iron Key Boiler not being
used again or until
efficiency repaired

22/1/97

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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