

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

(Received at London Office)

TUES 1 JUN 1897

Date of writing Report 19 May 1897 When handed in at Local Office 18 May 1897 Port of Glasgow
 No. in Reg. Book 67 Survey held at Glasgow Date, First Survey 19 May Last Survey 21 May 1894
 on the Machinery of the ~~Iron~~ *Saint Fagans* Master (No. of Visits) 2
 Tonnage Gross 1321 Net 821 Vessel built at Newcastle By whom Schlenger, Danis & Co. When 1878
 Registered Horse Power 114 Engines made at Glasgow Boilers, when made (Main) 1895 (Donkey) 1886
 No. of Main Boilers 1 Owners L. S. St. Fagans & Co. (Linn) Port Glasgow Voyage Algiers
 No. of Donkey Boilers 1 Surveyed Afloat ~~on~~ Dock *Quinn's*
 Steam Pressure in Main Boilers 90 in Donkey Boilers 90
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. 1529 Port Glasgow

Particulars of Examination and Repairs (if any) of 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. " Donkey " " " " "

If not done, state for what reasons

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 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?

On the vessel's return in about a month's time:- To complete this survey, the donkey boiler safety valves to be adjusted to the required pressure.

The donkey boiler has now been efficiently repaired, also a new man hole door fitted

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

(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.)

classified and to have record of (B.S. 5-97) noted in the Register when the safety valves have been adjusted.

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

TUES 8 JUN 1897

TUES 20 JUL 1897

Assigned

As now

subject

Wm. C. Hamilton

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

Lloyd's Register
 Foundation
 GLS178-0013

Monkey Boiler not repaired

It is submitted that this

vessel WILL BE eligible for

the record. B. 5, 97 which is the

Monkey boiler safety valve, being

adjusted to 55 lbs.

A. B. working pressure to be

needed 55 lbs.

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