

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

(Received at London Office)

SAT 17 JUL 1897

Date of writing Report 1897 When handed in at Local Office 1897 is Port of Glasgow

No. in Reg. Book 73 Survey held at Glasgow Date, First Survey 1894 Last Survey 24 June 1897

73 on the Machinery of the Wood, Iron or Steel "Saint Fagans" Master One

Tonnage { Gross 1321 Net 821 Vessel built at Newcastle By whom Schlominger Davis When 1878 YEAR. MONTH. 6

Registered Horse Power 144 Engines made at Newcastle When 1878 Boilers, when made (Main) 1895 (Donkey) 1896

No. of Main Boilers 2 Owners Donald & Taylor Port Glasgow Voyage

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock dry Dock (State name of Dock.)

Steam Pressure— in Main Boilers 90 in Donkey Boilers 55

Last Survey No. 15239 Port Glasgow

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and verbatim 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.)

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

CHARACTER for Special Surveys	Machine and Boiler Surveys (including date of N.B., if any).
Date of last Survey and of Periodical Surveys.	
<u>+100 A.I.</u>	<u>+L.M.C.</u>
<u>9.96</u>	<u>7.95</u>
<u>38.1.95</u>	<u>+A.B.</u>
<u>95 No. 3 - 11.90</u>	<u>7.95</u>

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " " "

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 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?

Completed.

The donkey boiler safety valve was found to blow at 45 lb as stated above.

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.)

As far as seen the machinery of this vessel is in a safe working condition and is in my opinion for the record B.S. 5.97 recommended in the Glasgow Report No. 15239.

Office or Registration Fee (per Sec. 27) £ 1

Survey Fee (per Section 28) £ 1 18

Special Damage Fee (per Section 28) £ 1

Travelling Expenses (if chargeable) £ 10 6

Fees applied for

15/4 1894

21.7.97

Received by me

20/7 1897

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

*State if Certificate is required

Committee's Minute

TUES 20 JUL 1897

Assigned

225.9

[Signature]

[Signature]

Lloyd's Register
Foundation

GLS178-0146

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.

It is submitted that
this vessel is eligible for
THE RECORD.

13.5.97

7/17/97

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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