

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

(Received at London Office.

SAT. 4 SEP 1897

Date of writing Report 18. When handed in at Local Office 18. Port of *Glasgow*

No. in Reg. Book. *301* Survey held at *Glasgow* Date, First Survey *14th Augth* Last Survey *25th Augth 1897*

on the Machinery of the *Wood, Iron* *% "Hedge"* Master *(No. 1882)*

Tonnage { Gross *1351* Net *993* Vessel built at *Newcastle* By whom *C. S. Swan & Hunter* When *1882* YEAR. MONTH. *8*

Registered Horse Power *180* Engines made at *"* When *1882* Boilers, when made (Main) *1882* (Donkey) *1882*

No. of Main Boilers *two* Owners *MacLay & M. McIntyre* Port *Glasgow* Voyage *Bordeaux*

No. of Donkey Boilers *one* Owners *MacLay & M. McIntyre* Port *Glasgow* Voyage *Bordeaux*

Steam Pressure in Main Boilers *80* Surveyed Afloat or in Dry Dock *Meadowside & Innes* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers *75*

Last Survey No. Port

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

(Periodical Surveys, when held, must be reported in detail and seriatim 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 "

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? *Yes*If spare propeller shaft fitted, state whether new? *Same shaft fitted*If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *✓**Damage through standing at Bayonne.*

The whole line of shafting opened out and examined, also the screw shaft drawn inboard, found in good condition. The condenser, air and circulating pumps opened out, and overhauled, also all sea connections. The main boilers opened out and cleaned.

The stern bush was examined and found good.

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, without fresh record of survey.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ : :
 Special Damage Fee (per Section 28) £ *21 78*
 Travelling Expenses (if chargeable) £ : :

Fees applied for

2/9/ 18 94

Received by me,

3/9/ 18 94

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

*State if Certificate is required

Committee's Minute

Assigned *As now*

TUES. 7 SEP 1897

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 capable to remain in C 45 E.D.

419197

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