

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

(Received at London Office)

Date of writing Report 27<sup>th</sup> Nov<sup>r</sup> 1897 When handed in at Local Office 18 Port of Glasgow  
 No. in Reg. Book. Survey held at Glasgow Date, First Survey 20<sup>th</sup> Nov Last Survey 1897  
401 on the Machinery of the Wood, Iron or Steel S. S. "Hestia" Master Taylor (No. of Visits One)  
 Tonnage { Gross 3790 Vessel built at Sunderland By whom W. Daxford & Sons When 1890 YEAR. MONTH.  
 { Net 2434 Engines made at " When 1890 Boilers, when made (Main) 1890 (Donkey) 1890  
 Registered Horse Power 390 Owners Donaldson Bros Port Glasgow Voyage Canada  
 No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Princess Jack  
 No. of Donkey Boilers 1 (State name of Dock.)  
 Steam Pressure in Main Boilers 160  
 in Donkey Boilers 80

Last Survey No. 688 Port BalParticulars of Examination and Repairs (if any) Steam pipe

(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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A.1.</u>		<u>L.M.C. 1.94</u>
<u>1.97</u>		<u>B.S. 1.97.</u>
<u>S.S. GL No 1.94</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?

One length of Main Steam Pipe, taken on shore and tested,  
after annealing, by hydraulic pressure to 320 lbs per sq. inch.  
No repair done to pipe. Test satisfactory.

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

vessel, as far as seen, is in good condition, and eligible in my  
opinion to remain as classed.

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

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

\* State if Certificate is required

Committee's Minute

TUES. 30 NOV 1897

Assigned

As now



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

*R.L.*  
29.11.97

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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