

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

SAT. 11 DEC 1897

(Received at London Office)

Date of writing Report 10th Dec 97 When handed in at Local Office is Port of Glasgow

No. in Reg. Book 43 Survey held at Glasgow Date, First Survey 8th Dec 97 Last Survey 1897 (No. of Visits one)

on the Machinery of the Wood, Iron or Steel S.S. "Saint Fagans" Master Taylor

Tonnage Gross 1327 Net 821 Vessel built at Newcastle By whom Schlsinger Davison & Co When 1878-6

Registered Horse Power 144 Engines made at Newcastle When 1878 Boilers, when made (Main) 1895 (Donkey) 1886

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

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 90 lb Surveyed Afloat or in Dry Dock Helvinkhaugh Slip Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 55 lb

Last Survey No. Port

Particulars of Examination and Repairs (if any) Docking

(Periodical Surveys, when held, must be reported in detail and serialim 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?

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?

When on the above slip the propeller fastenings & sea connections were examined, as far as possible, but owing to the after part of the vessel being in the water (the tide being high), & as no staging was erected, it was impossible to ascertain how far the propeller shaft was down.

General Observations, Opinion, and Recommendation:— *The machinery of this vessel, as far as seen, is in a good & safe working condition, and, in my opinion, is eligible to remain as classed, without fresh record of survey.*

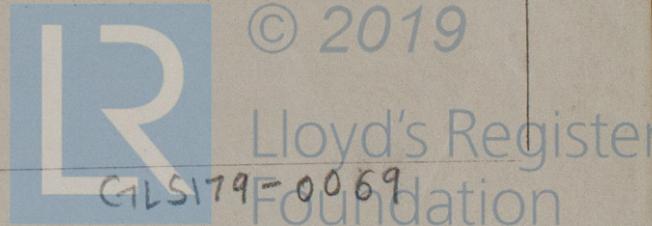
	£	s	d	Fees applied for
Office or Registration Fee (per Sec. 27)				18
Survey Fee (per Section 28)				
Special Damage Fee (per Section 28)				
Travelling Expenses (if chargeable)				18
Received by me,				

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

*State if Certificate is required

Committee's Minute TUES. 14 DEC 1897

Assigned as now



If so, is the Report sent now, or when will it be sent?

Insert Character of Ship and Machinery precisely as in the Register Book.

*Certificate to be sent to

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

LS
13/12/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation