

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

(Received at London Office)

WED. 5 JAN 1898

Date of writing Report 4th Jan 1898 When handed in at Local Office 18th Dec 1897 is Port of Glasgow

No. in Reg. Book. 1897 Survey held at Glasgow Date, First Survey 18th Dec 1897 Last Survey 18th Dec 1897

364 on the Machinery of the Wood, Iron or Steel S.S. Saxon Master J. Leslie

Tonnage { Gross 189 Net 99 Vessel built at Wright By whom J. Turnbull & Co. When 1881 - 11

Registered Horse Power 120 Engines made at Stoke Newington When 1881 Boilers, when made (Main) 1881 (Donkey) 1895

No. of Main Boilers Two Owners MacLay & McIntyre Port Glasgow Voyage Spain

No. of Donkey Boilers one If Surveyed Afloat in Dry Dock Meadowside (State name of Dock.)

Steam Pressure in Main Boilers 80 lbs in Donkey Boilers 90 lbs

Last Survey No. Port Completion of Repairs

Particulars of Examination and Repairs (if any) Repairs

(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? Yes See Glasgow Report 15614

Do. " Donkey " " " No - Not due for survey.

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? No

Did the Surveyor examine the Safety Valves of the Main Boiler? No At what pressure were they afterwards adjusted under steam? 15 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted? Not adjusted

Has the propeller shaft been drawn and examined at this time? No If spare propeller shaft fitted, state whether new? Complete

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Now done as recommended: - Port Boiler: All tubes (except stays) renewed; circular seams at bottom caulked; patches fitted over third seam from front, and a riveted patch fitted to bottom back plate, with blow down cock attached; bottom combustion chamber cut out, and new bottom plate fitted.

Star Boiler: All tubes (except stays) renewed; circular seams caulked; patch fitted over third circular seam from front; defective part of combustion chamber side at bottom renewed.

On completion of the above repairs, both boilers were tested by hydraulic to 120 lbs per sq. A new main funnel has been fitted.

General Observations, Opinion, and Recommendation: - The repairs to the main boilers

(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.)

If this vessel have been carried out in a satisfactory manner, and in my opinion this vessel is eligible to have record B.S. 12-97 in the Register Book.

Office or Registration Fee (per Sec. 27) £ : 18

Survey Fee (per Section 28) £ : 18

Special Damage Fee (per Section 28) £ : 18

Travelling Expenses (if chargeable) £ : 18

Fees applied for

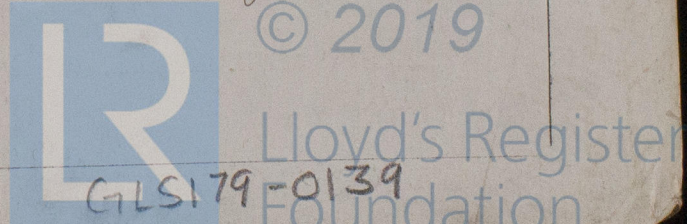
Received by me, R. J. Pennington

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

*State if Certificate is required

Committee's Minute FRI. 7 JAN 1898

Assigned B.S. 12, 97



Moderate repairs to main boilers owing to wear
& tear

It is submitted that
this vessel is eligible for
THE RECORD. 13. 12. 97

J.H.S.

5. 1. 98

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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