

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

(Received at London Office)

WED, 6 OCT 1897

Date of writing Report *5th Oct^r* 18*97* When handed in at Local Office *5th Oct^r* 18*97* Port of *Glasgow*
 No. in Reg. Book. Survey held at *Glasgow* Date, First Survey *28th Sept^r* Last Survey *29th Sept^r* 18*97*
 on the Machinery of the *Wood, Iron or Steel* *S. Hestia* Master *W. H. H. H.*
 Tonnage { Gross *3490* Net *2434* Vessel built at *Sunderland* By whom *A. Doxford & Co.* When *1890 - 4*
 Registered Horse Power *390* Engines made at *"* When *1890* Boilers, when made (Main) *1890* (Donkey) *1890*
 No. of Main Boilers *2* Owners *Donaldson Bros.* Port *Glasgow* Voyage *"*
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Prinsep*
 Steam Pressure in Main Boilers *160 lb.* (State name of Dock.)
 in Donkey Boilers *80 lb.*

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how entire.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+100 A1.</i>	<i>1.97.</i>	<i>+ L.M.C. 1.97.</i>
<i>Star Deck</i>		<i>B.S. 1.97.</i>
<i>S.B. 1.97.</i>		

Last Survey No. *683* Port *Baltimore*Particulars 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.)

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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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?

On the voyage out to Baltimore one length of main Steam cracked close to the flange. It was repaired on arrival in America. On the vessel's return to Glasgow the pipe was taken ashore, annealed, and tested by Hydraulic pressure to 720 lb. per sq. inch, when the repairs were found tight and sound.

General Observations, Opinion, and Recommendation:— *So far as seen, this vessel*

(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.)

Machinery is now in good and efficient condition and eligible in my opinion to remain as classed.

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

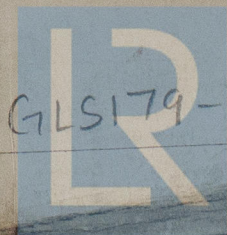
*State if Certificate is required

Committee's Minute

FRI, 8 OCT 1897

Assigned

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



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main steam pipe which was repaired at Baltimore
has now been annealed & tested with satisfactory
results.

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 to
remain as **CLASSED**.

J.S.
6.10.97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Has a Survey also been held on Ship? *No*



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