

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

(Received at London Office)

SAT. 13 NOV 1897

Date of writing Report *12<sup>th</sup> Nov 97* When handed in at Local Office *18* Port of *Glasgow*  
 No. in Reg. Book *364* Survey held at *Adrian* Date, First Survey *4* Last Survey *10 Nov 1894*  
*on the Machinery of the Wood, Iron or Steel* *S.S. Saxon* Master *(No. of Visits One)*  
 Tonnage { Gross *1295* Vessel built at *Widley* By whom *J. Turnbull & Son* When *1881* MONTH *11*  
 Net *994* Engines made at *Stockton* When *1881* Boilers, when made (Main) *1881* (Donkey) *1895*  
 Registered Horse Power *140* Owners *MacLay & McIntyre* Port *Glasgow* Voyage *Spain*  
 No. of Main Boilers *Two* If Surveyed Afloat or in Dry Dock *Adrian* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 No. of Donkey Boilers *One* Steam Pressure in Main Boilers *87 lbs* in Donkey Boilers *70 lbs*

Last Survey No. *15203* Port *GLS*Particulars of Examination and Repairs (if any) *Annual Boiler*

Periodical Surveys, when held, must be reported in detail and verbatim 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*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? *✓*Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes*At what pressure were they afterwards adjusted under steam? *Not adjusted*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? *✓*If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *The undernoted to be done on return of vessel in three weeks time.*

On examination of the main boilers found the tubes in both boilers very thin, and several with tube stoppers fitted. The circular seams of shells at bottom (the third seams from front) with several bad rivets, and the landings leaky; on the bottom back plate of port boiler, a patch with blow down cock attached is also defective at the landings; the combustion chambers bottoms, more especially the centre bottoms in both boilers, are affected by corrosion, holes bored at the parts most affected showed a thickness of  $\frac{3}{8}$  at these parts, the thinnest part is about  $\frac{1}{4}$  thick, but very local. The main funnel was found to be very thin generally, but especially so at the hoops.

Recommended that both boilers be retubed (stay tubes excepted), the circular seams of shells and the blow down cock patch above referred to be repaired by riveting and patches where defective; the centre combustion chamber bottoms in both boilers be cut out and new plates fitted; and the main funnel be renewed.

General Observations, Opinion, and Recommendation:— *owing to the want of facilities at*

(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. 9.05, B.&M.S. 9.05 or L.M.C. 9.05, 140 lb., F.D., &c.)

*Adrian, the above recommendations have not been carried out, but temporary repairs have been effected, and on return of vessel, the owners intend to bring the vessel to Glasgow, to have the boilers a thorough overhaul. In my opinion the class of this vessel may remain undisturbed, provided these repairs be carried out, as arranged with the owner.*

Office or Registration Fee (per Sec. 27) *£*Survey Fee (per Section 28) *£ 1.19*Special Damage Fee (per Section 28) *£*Travelling Expenses (if chargeable) *£ " 11 "*

\*State if Certificate is required

Committee's Minute

Assigned

Deferred for

compen. of B.S.

Write Own. L.C. 16/11/97

Fees applied for

*12/11/94**1894*

Received by me,

*12/11/94**1894*

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

TUES. 16 NOV 1897

FRI. 7 JAN 1898



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Lloyd's Register

GLS179-0330

9.97 to be completed on vessels

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is submitted that  
vessel is eligible to  
remain as CLASSED.

subject- to the  
Main Boilers being repaired  
as recommended on the vessels  
return from her present  
voyage.

Owners should be advised

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13/11/97

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