

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

(Received at London Office) SAT. 13 NOV 1897

Date of writing Report 2nd Nov 97 When handed in at Local Office is 18 Port of Glasgow
 No. in Reg. Book 364 Survey held at Adrasan Date, First Survey 4 Last Survey 10th Nov 1894
 on the Machinery of the Wood, Iron or Steel S.S. Saxon Master (No. of Visits One)
 Tonnage { Gross 1295 Net 994 Vessel built at Widley By whom J. Turnbull & Son When 1881 MONTH 11
 Registered Horse Power 140 Engines made at Stockton 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
 Steam Pressure— in Main Boilers 8 1/2 lbs If Surveyed Afloat or in Dry Dock Adrasan Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers 40 lbs

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Assigned how received.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100A1</u>		<u>+L.M.C</u>
<u>4-95</u>		<u>4-94</u>
<u>S.S. Saxon 189-784</u>		<u>B.S. 9-96</u>

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
 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 underneath 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 thick 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 Adrasan, 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.

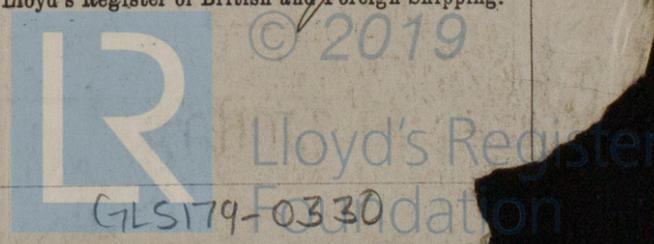
Adrasan, the above recommendations have not been carried out, but temporary repairs have been effected, and on return of vessel, the owners intend to bring the vessel to Glasgow, to have the boilers a thorough overhaul. In my opinion the class of this vessel may remain undisturbed, provided these repairs 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: "
 Fees applied for 12/11 1894
 Received by me, 12/11 1894

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

* State if Certificate is required. TUES. 16 NOV 1897 FRI. 7 JAN 1898

Committee's Minute
 Assigned Deferred for compen. by B.S.
Write Own. 20. 16/11/97



No. 2608 - 2771/97. - 5,000. - Transfer Ink.
 The Surveyors are requested not to write on or before the space for Committee's Minute.
 If the Report sent new, or was it to be sent?
 Has been held on
 as

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

*Certificate to be sent to

9, 97 to be completed on vessels

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.

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.
Warrant should be allowed

Flt
13/11/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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