

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

MON 7 FEB 1898

(Received at London Office)

Date of writing Report *5th Feb* 18*98* When handed in at Local Office *5th Feb* 18*98* Port of *Glasgow*

No. in Reg. Book *203* Survey held at *Glasgow* Date, First Survey *29th Jan 97* Last Survey *29th Jan 97* 18*98*

on the Machinery of the *Wood, Iron or Steel* *"J. J. Devonia"* Master *J. J. Devonia*

Tonnage Gross *1327* Net *820* Vessel built at *Newcastle* By whom *Palmer & Co. Ltd* When *1879* YEAR. MONTH.

Registered Horse Power *140* Engines made at *do* When *1879* Boilers, when made (Main) *1879* (Donkey) *1879*

No. of Main Boilers *1* Owners *Bond & Taylor* Port *Glasgow* Voyage *Spanish Ports*

No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Steam Pressure in Main Boilers *75* (State name of Dock.) *Greenock*

in Donkey Boilers *45*

Last Survey No. *1313* Port *of Greenock*

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A1		* L M C
9-96		9-96
55 No 3-5.92		
55 No 1-96		

Particulars of Examination and Repairs (if any) *Boiler Survey*

(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? *Yes*

Do. " Donkey " " " " *Yes*

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? *✓*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes* 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?

Donkey boiler cleaned, & examined.

Note! No opportunity was got, at this time, to adjust the donkey boiler safety valves under steam, but in view of the fact that they were adjusted so recently as 8th December 1897 (see engineer's report No. 15683) I submit that it stands for the present survey.

General Observations, Opinion, and Recommendation:—

The boilers of this vessel are, so far as run in safe working condition, & eligible in my opinion to remain as classed with fresh record B.S. 1-98.

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

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

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 for
THE RECORD.*

B. S. 198

*LS
7/2/98*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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