

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

WED. 23 FEB 1898

(Received at London Office)

Date of writing Report 21st July 1898 When handed in at Local Office 21st July 1898 Port of GlasgowNo. in Reg. Book. Survey held at Glasgow Date, First Survey 15th February Last Survey 18th February 1898401. on the Machinery of the Wood, Iron or Steel 4th "Aestia". Master Taylor

Tonnage Gross 3490 Net 2434 Vessel built at Sunderland By whom W. Dredford & Sons When 1890 - 0

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 Baltimore

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock "Puneei".

Steam Pressure in Main Boilers 160 lbs. (State name of Dock.)

in Donkey Boilers 80 lbs. Last Survey No. 1550 Port Ls

Particulars of Examination and Repairs (if any) Comp: D.S.

(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.)

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 now expired. | Machinery and Boiler Surveys (Including date of N.B., if any). |
|--|--------------------------------------|--|
| + 100 A. Spunk 1, 98. | | + L.M.C. 1, 94 |
| S.S. No. 1-94 | | B.S. 1, 97 |

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

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? 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? 72 lbs.

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?

General Observations, Opinion, and Recommendation:— The machinery of 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.)

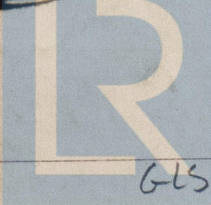
as far as seen, is now in good and efficient condition and eligible in my opinion to remain as classed with record of B.S. as recommended in Glasgow report No. 15780.

| | | | | |
|--|---|---|---|------------------|
| Office or Registration Fee (per Sec. 27) | £ | 1 | 1 | Fees applied for |
| Survey Fee (per Section 28) | £ | 1 | 1 | 18 |
| Special Damage Fee (per Section 28) | £ | 1 | 1 | Received by me, |
| Travelling Expenses (if chargeable) | £ | 1 | 1 | 18 |

*State if Certificate is required

Committee's Minute FRI, 25 FEB 1898

Assigned

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

GLS180-0102

Small repair to Donkey Boiler

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. 1. 98

[Signature]
23/2/98

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