

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

(Received at London Office MON 20 JUN 1898)

Date of writing Report 18 When handed in at Local Office 18 Port of Glasgow  
 No. in Reg. Book. Survey held at Glasgow Date, First Survey June 14<sup>th</sup> Last Survey June 16<sup>th</sup> 1898  
 453 on the Machinery of the Wood, Iron or Steel SS "Korton" Master H. Holbeck  
 Tonnage Gross 2393 Net 1550 Vessel built at West Hartlepool By whom R. Irvine & Co. When 1892 10  
 Registered Horse Power 221 Engines made at Hartlepool When 1892 Boilers, when made (Main) 1892 (Donkey) 1892  
 No. of Main Boilers 2 Owners R. Irvine & Co. Port West Hartlepool Voyage Alexandria  
 Steam Pressure in Main Boilers 160 lbs If Surveyed Afloat or in Dry Dock Afloat  
 in Donkey Boiler 40 (State name of Dock.)

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years since last survey expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A 1 11-97 SS Cff No 1-96		* LMC 1.96

Last Survey No. 15979 Port 15979

Particulars of Examination and Repairs (if any) *fairing MB furnaces  
renewing BB stays*

(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. 460 Rpt 15979

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?

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?

To what pressure were they afterwards adjusted?

If the Survey is not complete state what arrangements have been made for its completion?

Complete

The two lower furnace crowns in the main boilers have now been set up. The steam  
 space stays (C) in the donkey boiler have been renewed.

*See him - best*

## General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey; thus, for example, B.S. 9,92, B.&M.S. 9,92 or \*L.M.C. 9,92, as the case may be.)

The machinery of this vessel, as far as now run, is in safe working condition and  
 in my opinion eligible to have the record of survey BS 4-98 as recommended.

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

\*State if Certificate is required

Committee's Minute

TUES. 21 JUN 1898

Assigned

BS 4, 98  
 Note now limited

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



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GLS181-0137

No.  
 State if a Report is also now sent on the Ship  
 or if not whether, and when, one will be sent.



Repairs to main & donkey boilers  
nowing to wear & tear.

It is submitted that

this vessel is eligible for

THE RECORD. B.V. 4.98

& to be exchanged from the vessel  
dit.

*[Signature]*

20.6.98

N.B.—If this Report is copied by Copying Press, special 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.

NOT TO WRITE ABOVE THIS MARGIN.



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