

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

(Received at London Office)

MON 3 OCT 1898

Date of writing Report 22nd Sept 1898 When handed in at Local Office 22nd Sept 1898 Port of Glasgow

No. in Reg. Book. 420 Survey held at Glasgow Date, First Survey and Last Survey 16. Sept 1898

on the Machinery of the Wood, Iron or Steel S S Hestia Master D Taylor

Tonnage { Gross 2790  
Net 2434

Registered Horse Power 290

To. of Main Boilers 2

To. of Donkey Boilers 1

Steam Pressure—  
in Main Boilers 160

in Donkey Boilers 80

Vessel built at Sunderland By whom H. Donford & Sons When 1890 3

Engines made at Sunderland When 1890 Boilers, when made (Main) 1890 (Donkey) 1890

Owners Donaldson Bros Port Glasgow Voyage Baltimore

If Surveyed Afloat or in Dry Dock Dry dock

(State name of Dock.) Govan

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

*Last Survey No.* \_\_\_\_\_ *Port* \_\_\_\_\_ *Docking and*  
*Particulars of Examination and Repairs (if any)* *Not Special*

(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 " " "

If this was not done, state for what reasons? *To be done on vessel return to Glasgow*

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? *150 lbs*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes* To what pressure were they afterwards adjusted? *150*

Has the propeller shaft been drawn and examined at this time? Yes If spare propeller shaft fitted, state whether new? See below.

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/5"

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? The whole of the special survey requires to be carried out, with the exception of (intermediate cylinders piston & piston rod.) The owners state that as much as possible will be done on vessels return to Glasgow in about five or six weeks time.

Examined the intermediate cylinder, piston, & piston rod. piston rod has been turned parallel, the gland bushed, & new pack ring fitted. When the vessel was in dry dock the propeller aft end of stern bush and sea cock fastenings were examined and found in order.

A new propeller shaft, and stern bush were fitted January 1897  
see Glasgow report No 14956.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as seen, is in good condition and is eligible in my opinion to remain as entered in register book, without fresh record of survey.

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).....	£	:	:	Received by me,
				18

\*State if Certificate is required

### Committee's Minute

Assigned *Deferred*

TUES. 4 OCT 1898

TUES. 29 NOV 1893

FRI. 23 DEC 1997

Lloyd's Register  
Foundation

GLS182-0049



S.S. 112 due 3/98 to be held on vessels return

S.P. byl. prior not examined

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 to  
remain as **CLASSED**. the above  
may be noted as per S.S. 112

3/10/98

OR LINE SEPARATES THE REGISTERED FROM THE UNREGISTERED VESSELS

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.