

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

(Received at London Office)

30 DEC 1898

Date of writing Report 29th Dec 1898 When handed in at Local Office 29th Dec 1898 Port of Glasgow
No. in Reg. Book 375 Survey held at Glasgow Date, First Survey 22nd Dec Last Survey 24th Dec 1898
on the Machinery of the Wood, Iron or Steel SS Saxon Master R. J. Bonley
Tonnage Gross 1595 Net 997 Vessel built at Whitby By whom J. Turnbull & Son When 1881 YEAR. MONTH.
Registered Horse Power 170 Engines made at Stockton When 1890 Boilers, when made (Main) 1890 (Donkey) 1895
No. of Main Boilers 2 Owners MacLay & McIntyre Port Glasgow Voyage Bordeaux
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat
Steam Pressure in Main Boilers 80 (State name of Dock.) Terminus Quay
in Donkey Boilers 90 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. 16522 Port Glasgow
Particulars of Examination and Repairs (if any) Annual Boilers
(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.)
100 A 1 12-97
5 Cff 10.3.94
2 MC
BS 12-97
MS 10-98

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? Donkey boilers only 3 years old.
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 To what pressure were they afterwards adjusted under steam? 80 lb per sq. in.
Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? ✓
Has the propeller shaft been drawn and examined at this time? Yes If spare propeller shaft fitted, state whether new? ✓
State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? ✓
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.
Examines the main boilers and their safety valves and mountings. found same in good condition.

General Observations, Opinion, and Recommendation:— The machinery of this
(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. 9,97, B.&M.S. 9,97 or L.M.C. 9,97, 140 lb., F.D., &c.)
vessel so far as seen is in good condition and is eligible in my opinion to remain as classed, with fresh record of BS 12-98 in register book.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 29/12/1898
Survey Fee per Section 28) £ 2 : 4 : 16 Received by me, George Murdoch
Special Damage Fee (per Section 28) £ 1 : 16 : 16 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Travelling Expenses (if chargeable) £ : : 31.12.98

State if Certificate is required TUES. 3 JAN 1899
Committee's Minute BS 12, 98
Assigned pe. No. 1
FRL 5 MAY 1899
TUES. 20 JUN 1899
Lloyd's Register Foundation
GLS182-0377

No. 1 due 7.98 pt. hull on hull

Main Boiler examined and
its Safety valves adjusted under
steam.

It is submitted that
this vessel is eligible for
THE RECORD. B.3. 12. 98.

A.C.H.

30. 12. 98.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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