Rpt. 9.

No. 17089

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

(Received at London Office

Date of writing Report 14ᵗʰ June 1899   When handed in at Local Office   18   Port of **Glasgow**

No. in Reg. Book.   Survey held at **Glasgow**   Date, First Survey &   Last Survey **30 May, 1899** (No. of Visits 1)

375   on the Machinery of the ~~Wood, Iron or Steel~~ s.s. "SAXON."   Master

Tonnage { Gross 1595 / Net 997 }   Vessel built at "Whitby"   By whom S. Turnbull & Son   When 1881   YEAR. 1881   MONTH. 11.

Registered Horse Power 170   Engines made at Stockton   When 1881   Boilers, when made (Main)   (Donkey) 1895.

No. of Main Boilers 2
No. of Donkey Boilers 1   Owners Glasgow Nav. Co Ltd   Port Glasgow   Voyage

Steam Pressure— in Main Boilers 80 lb   If Surveyed Afloat or in Dry Dock **Dry Dock**
in Donkey Boilers 90 "   (State name of Dock.)

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

Last Survey No.   Port

Particulars of Examination and Repairs (if any) Occasional Sur.

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned (new expired.)	Machinery and Boiler Surveys (including date of N.B., if any)
✠ 100 A.I. 12.97 s.s. C ff. Nº 3-7.94		✠ L.M.C.— M.S. 10.98. B.S. 12.98.

(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?   No.

Do.   "   Donkey   "   "   "   No.

If this was not done, state for what reasons?   not due

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?   ✓   To 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 under steam? ✓

Has the propeller shaft been drawn and examined at this time?   no   If spare propeller shaft fitted, state whether new?

State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft?   ¹⁄₈"

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?   complete.

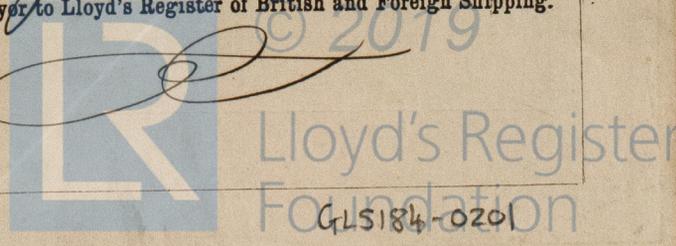Examined sea connections, stern bush & propeller & found same in good condition.

General Observations, Opinion, and Recommendation :— As far as seen, the machinery

(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, R.&M.S. 9,97 or ✠L.M.C. 9,97, 140 lb., F.D., &c.)

of this vessel is in a good & efficient condition eligible in my opinion to remain as classed without fresh record —

		Fees applied for
Office or Registration Fee (per Sec. 27)	£ :	
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

J. W. Dimmock

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

Committee's Minute

Assigned   as was

GLS184-0201

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.