

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

(Received at London Office. **WED, JUL 19 1899**)

Date of writing Report 18 July 1899 When handed in at Local Office 18 July 1899 Port of Glasgow  
No. in Reg. Book 209 Survey held at Bonny Date, First Survey 9 Last Survey 12 July 1898  
on the Machinery of the Wood, Iron or Steel St Mangara Master Benjamin  
Tonnage { Gross 1821 Vessel built at Glasgow By whom A. Stephen sons When 1889-10  
Net 1153 Engines made at When 1889 Boilers, when made (Main) 1889 (Donkey) 1889  
Registered Horse Power 149 Owners St Mangara Ltd Glasgow Port Glasgow Voyage   
No. of Main Boilers one No. of Donkey Boilers one  
Steam Pressure in Main Boilers 160 lb Surveyed Afloat in Dry Dock Port Bonny  
in Donkey Boilers 60 lb (State name of Dock.)

Last Survey No. 18712 Port CGF  
Particulars of Examination and Repairs (if any) Comp = B.S.

(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.)

CHARACTER.		Machinery and Boiler	
for Special Survey.		Survey	
Date of last Survey and of Periodical Surveys.		(including date of N.S., if any).	
<u>+1000 ft.</u>		<u>+1 mile</u>	
<u>3.9 F.</u>		<u>B.S. 4.98</u>	
<u>S.S. 2.2/97</u>			

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

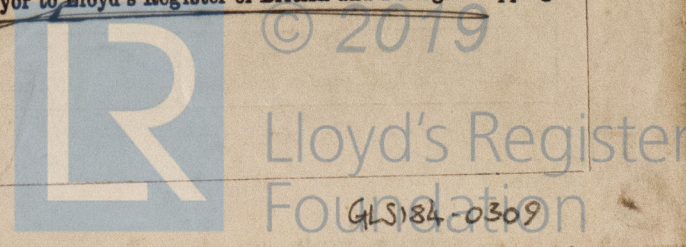
Two new jussel stays have now been fitted to the Donkey Boiler shell crown plate.

General Observations, Opinion, and Recommendation:— So far as seen 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. 9,07, B.&M.S. 9,07 or L.M.C. 9,07, 140 lb., F.D., &c.)  
Machinery is now in good and safe working condition and eligible in my opinion to remain as classed.

	Fees applied for
Office or Registration Fee (per Sec. 27).....	£ 10
Survey Fee per Section 28).....	£ 10
Special Damage Fee (per Section 28).....	£ 10
Travelling Expenses (if chargeable).....	£ 10

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

State if Certificate is required.  
Committee's Minute FRI, 21 JUL 1899  
Assigned B.S. 4.98





2 fresh stages renewed

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.L. 4-99

19/7/99

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.