

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

FRI. 14 MAY 1897

Date of writing Report *12th May 1897* When handed in at Local Office *12th May 1897* Port of *London*
 No. in Survey held at *London* Date, First Survey *4th May* Last Survey *15th May 1897*
 233 on the Machinery of the ~~Wood, Iron or Steel~~ *S.T. Ferrioldale* Master *Gordon*
 Tonnage { Gross *3847* Net *2538* Vessel built at *Glasgow* By whom *W. Hamilton & Co* When *1894* YEAR. MONTH.
 Registered Horse Power *295* Engines made at *Glasgow* When *'94* Boilers, when made (Main) *'94* (Donkey) *'94*
 No. of Main Boilers *2* Owners *R. Macmillan & Co* Port *Glasgow* Voyage *Hamburg*
 No. of Donkey Boilers *1*
 Steam Pressure—*160 lb* If Surveyed Afloat or in Dry Dock *afloat in Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Main Boilers
 in Donkey Boilers *100*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Damage +100 A. 11/96 +1 M.C. 5/94*

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.

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?

Has the propeller shaft been drawn and examined at this time?

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

Now done on account of Damage See Reports London 1058541. Swansea 106408 and Philadelphia 10768. Tubes removed from Condenser the after Tube Plate re-jointed and Tubes re-packed in place. Tail Shaft drawn in and examined and found satisfactory. New wood fitted in Stern Bush. Three new Blades fitted to Propeller. Sea Connections opened out and examined. Spindle of Main Discharge Valve repaired. Stern-gland re-packed. Immel and Thrust Shafting examined in place and now in Satisfactory Condition.

General Observations, Opinion, and Recommendation:—

(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. 9.95, B.&M.S. 9.95 or L.M.C. 9.95, 140 lb., F.D., &c.)

The Machinery of this Vessel is in good Condition and in my opinion eligible to remain as classed without further period and as regards Machinery her name to be removed from the Special Claims List.

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

Survey Fee (per Section 28) £ :

Special Damage Fee (per Section 28) £ 2 : 2

Travelling Expenses (if chargeable) £ 1 : 18 : 0

Fees applied for

1895 1897

Received by me,

29/5/97

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

*State if Certificate is required

Committee's Minute

Assigned

FRI. 21 MAY 1897

as now.



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LON 712-03418

Screwshaft examined & stern brash removed

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.

after tube plate of condenser repaired, three
propeller blades renewed, tunnel & thrust-
shafting examined main discharge valve
spindle repaired & sea connection
overhauled.

It is submitted that
this vessel is eligible to
remain as CLASSED.

HS
18/5/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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