

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

(Received at London Office

WED. 23 NOV 1898

Date of writing Report 7<sup>th</sup> Novbr. 18 98. When handed in at Local Office

18 Port of London.

No. in Reg. Book. 347 Survey held at on the Machinery of the Wood, Iron & Steel *Stuna* Date, First Survey Last Survey 18

Tonnage { Gross 457 Net 268 Vessel built at Grangemouth By whom Dobson & Charles. When 1884 11

Registered Horse Power 70 Engines made at Glasgow When 1884 Boilers, when made (Main) 1884 (Donkey) 1898

No. of Main Boilers one Owners J. Kielland & Co. Port Drouheim Voyage

No. of Donkey Boilers Steam Pressure in Main Boilers 80 lb If Surveyed Afloat or in Dry Dock (State name of Dock.)

Last Survey No. 8762 Port *Loe* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100A-1. 6,98 No. 3-3,96		+ L.M.C. 3,96 B.S. 6,98.

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? 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? 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?

The propellershaft was drawn and examined. At forward end of after liner the shaft was found to be corroded to a depth of 1/8" all round, the diameter being reduced from 7" to 6 3/4". (Diam. of tunnel shafting = 6 3/4")

New lignum vitae bearing fitted in stern bush, also new stop ring at this place.

Donkey sea suction rose plate examined: brass 3/16" thick secured to ship side by 3 bolts.

As the two lowest rudder pintles (in all 3 in number) were found to be much reduced in diam., and the bushes quite loose, new pintles were made and fitted to rudder in the same way as previously done with the third.

## General Observations, Obinion, 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. 9,97, B.&M.S. 9,97 or L.M.C. 9,97, 140 lb., F.D., &c.)

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	2	2	18/11 18 98
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	Received by me, 18/11 18 98

State if Certificate is required Committee's Minute Assigned *As now* We certify that we have appointed *A. Rambeck* as Engineer Surveyor to Lloyd's Register of British and Foreign Shipping. *FRI. 25 NOV 1898* *White 25/11/98*

Insert Character of Ship and Machinery precisely as in the Register Book.

\*Certificate to be sent to

5400-FLEN07

*Screw shaft examined*

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

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.

*A.C.H.*

*23.11.98.*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation