

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

No. 8330 Date of Writing Report *Feb 2nd 1888* Port of *Glasgow*
 No. in Reg. Book. *Supple 4* Survey held at *Glasgow* Date, first Survey *Jun 26th 1887* Last Survey *May 26th 1888*
 on the Machinery of the *S.S. "Esconada"* Master *James Reid* Tons *956 Net 1483 Gross*
 If Surveyed Afloat or in Dry Dock *Afloat* Vessel built at *Glasgow* in 1884 Engines made in 1884
 N.H.P. *170* No. of Main Boilers *Two* Made in 1884 Donkey Boiler made in 1884 Working Pressure, Main Boilers *160* lbs.;
 Working Pressure, Donkey Boiler *70* lbs.; Owners *Ferguson & Reid* Port *Glasgow*
 Last Survey No. *3393* Port *Bel* Class of Vessel and Machinery *100 A. 1. 10/84*
+ L.M.C. 10/84

Particulars of Repairs and Examination

(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?.....

If this was not done, state for what reasons? *Boilers not examined internally (new)*

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?

The boiler of this vessel which is fitted with forced draught & closed shafts and fan capable of supplying 9000 cubic feet per minute. This arrangement has been found inadequate to give sufficient draught and in consequence of this eight feet has now been added to the length of the tunnel and the two stokehold ventilators two feet diameter have been carried down to about three feet from the stokehold plates and the furnace doors which were close and airtight have been replaced by ordinary doors having air passages in them which can be opened or closed as found necessary. A steam jet arrangement has also been fitted for the purpose of blowing & clearing the soot out of the tubes. Engines opened up chiefly on account of a change of Engineers and new high pressure piston packing ring fitted and connecting rod brasses stripped and overhauled

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

The above alterations have been satisfactorily carried out and it is expected the results will be much improved from those obtained on the voyage just completed. The machinery and boiler appear now to be in good order and in my opinion eligible to remain as classed

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	188
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	188

James Hollison
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Clyde District

Committee's Minute *TUESDAY 7 FEB 1888*

Assigned *to new record on this*

State if a Report is also sent on the Hull of the Ship or if not whether, and when, one will be sent.

T. & S. Form No. 9—Transfer Ink—3000, 22/12/37
 (Lac Surveyors are requested not to write on or below the space for Committee's Minute.)

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

\$330 fcs

N.R.—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 shiplie to remain as classed

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3/2/88



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN, NOR ON THE UPPER PART OF THIS SIDE OF THE PAGE