

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

(Received at London Office

WED. 17 FEB 1897

Date of writing Report \_\_\_\_\_ When handed in at Local Office \_\_\_\_\_ is \_\_\_\_\_ Part of \_\_\_\_\_  
 No. in Reg. Book. Survey held at Glasgow Date, First Survey 28 Jan 1897 Last Survey 5 Feb 1897  
1229 on the Machinery of the Wood, Iron or Steel Crown of Dragon Master J. G. Dorward  
 Tonnage { Gross 2256 Net 1486 Vessel built at Glasgow By whom Scott & Co When 1883 YEAR. MONTH. 10  
 Registered Horse Power 148 Engines made at \_\_\_\_\_ When 1883 Boilers, when made (Main) 1883 (Donkey) 1883  
 No. of Main Boilers two Owner Law Public & Clapperton & Co Port Glasgow Voyage West Indies  
 No. of Donkey Boilers one \* Surveyed Afloat & in Dry Dock Glasgow, Govan & Queens Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Steam Pressure— in Main Boilers 90 in Donkey Boilers 60

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) S.S. N° 1

(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? yesDo. " Donkey " " " yesIf 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? yesAt what pressure were they afterwards adjusted under steam? 90 lb. sq. in.Did the Surveyor examine the Safety Valves of Donkey Boiler? yesTo what pressure were they afterwards adjusted? 60 lb. sq. in.Has the propeller shaft been drawn and examined at this time? yes

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

The main boilers opened out, exam<sup>d</sup> internally and externally found in good condition. Safety Valves and all other mountings good. Steam raised and the Safety Valves found to blow at 90 lb. sq. in. The donkey boiler opened out, exam<sup>d</sup> internally and externally found the shell badly wasted at bottom, the same has now been efficiently repaired. Safety Valves and all other mountings good. Steam raised and the Safety Valves found to blow at 60 lb. sq. in.

The propeller shaft drawn inboard and the span on fitted. Thrust and tunnel shafting good also all sea connections. Wear and tear. The horse shoe rings of the thrust block have all been retined. To complete the Survey, the cylinders, pistons, & slide valves, the air and circulating, feed and bilge pumps, and the crank shafts to examine.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel as far as seen is now in good working condition and in my opinion eligible to remain as classed and to have record of + L.M.C. 2.97 in the Register Book when the Survey has been completed. At present to have record B.S. 2.97.

Office or Registration Fee (per Sec. 27) £ : : 15/2 18 94

Survey Fee (per Section 28) £ 4 : 12 : 16/2 18 94

Special Damage Fee (per Section 28) £ : : Received by me,

Travelling Expenses (if chargeable) £ : : 16/2 18 94

\* State if Certificate is required

Committee's Minute

Assigned

FRI. 19 FEB 1897

TUES 27 APR 1897

TUES 18 MAY 1897

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

Wm. B. Hamilton

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