

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

(Received at London Office.

THUR, 14 JAN 1897

Date of writing Report 13th Jan 1897. When handed in at Local Office 13th Jan 1897. Port of Aberdeen.
No. in Reg. Book. Survey held at Newburgh (Abern.) Date, First Survey Jan 12th Last Survey Jan 12th 1897.
538. on the Machinery of the Wood, Iron or Steel Ruby. Master J. Henderson.
Tonnage { Gross 234. Net 193. Vessel built at Paisley By whom J. Fullerton & Co. When 1882 9.
Registered Horse Power 50 H.P. Engines made at Glasgow When 1882 Boilers, when made (Main) 1882 (Donkey) 1893.
No. of Main Boilers 1 Owners Mitchell & Rae. Port Newburgh (Abern.) Voyage Coasting.
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat at Newburgh Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers 80 lbs. in Donkey Boilers 80 lbs. (State name of Dock.)

Last Survey No. 5362 Port Abern. Exam of tail shaft.
Particulars of Examination and Repairs (if any)

(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?

CHARACTER.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A 1.		L.M.C. 10.94
10.94.		B.S. 11.96
2.0. abn 103-10-94		

This vessel's tail shaft not having been seen for two years, it has been drawn examined, & found in good order - On account of wear & tear the stern bush has been rewooded & a few minor repairs done to the engines.

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.)

This vessel's machinery is now in good condition eligible in my opinion to remain as classed.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 13 " 1 " 18 97
Survey Fee (per Section 28) £ : :
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : 10/ : Received by me, 15-1-97

*State if Certificate is required

Committee's Minute FRI, 15 JAN 1897

Assigned

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



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*Stern bulk re-wooded + a few minor repairs
to engine - due to wear & tear*

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.

539806

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

R.L.

14/1/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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