

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

No. 11390 Date of Writing Report 28th March 1892 Port of Glasgow
 No. in Reg. Book 33 Survey held at Glasgow Date, first Survey and Last Survey 26th Mar. 1892
 on the Machinery of the S.S. "Rabston" Master No. of Visits 1.
 Tonnage { Gross 232 Vessel built at Paisley By whom J. McArthur & Co When 1892 2
 Net 100 Engines made at Paisley When 92 Boilers, when made (Main) 92 (Donkey) —
 Registered Horse Power 33 Owners P. D. Hendry & Co Port Glasgow Voyage Coasting
 No. of Main Boilers One Steam Pressure in Main Boilers 120 lbs If Surveyed Afloat or in Dry Dock Harbour Class of Vessel & Machinery
 in Donkey Boiler — (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 1100A1
 Last Survey No. 4061 Port Bel. 2.92.

Particulars of Examination and Repairs (if any) Damage.

(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 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?

The recommendations made in the (4061) Belfast report has been carried out in a satisfactory manner: A new high pressure valve has been fitted and the guide-bracket for the H.P. valve spindle has been bushed.

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; thus, for example, B.S. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)

Machinery of this vessel appears to be in good order and is in my opinion eligible to remain as classed without any fresh record of survey.

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

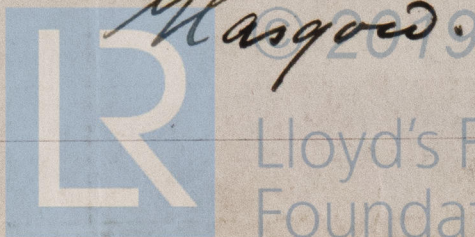
*State if Certificate is required

Committee's Minute

Assigned

FRI 1 APL 1892

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



Lloyd's Register Foundation

GLS164-0263

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

*Certificate to be sent to

16.-L. R. P. H.—Form No. 9.—Transfer Ink—5,000, 18/8/91

(The Surveyor is 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.

11390 g/c

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

Call

31.392.

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.

THE SUPERVISORS ARE REQUESTED NOT TO WRITE ABOVE THIS LINE



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