

No. 13424

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

(Received at London Office)

Date of writing Report 18 *Apr* When handed in at Local Office 18 *Apr*
No. in Reg. Book. *46* Survey held at *Ayr* Date, First Survey *16 Jan 1893* Last Survey *16 Jan 1893*
46 on the Machinery of the *Wood, Iron or Steel* *S. S. "Nas"* Master *A. R. Hudson*
Tonnage { Gross *289* Net *134* Vessel built at *Bowling* By whom *Scott & Co.* When *1884* 3
Registered { Horse Power *55* Engines made at *Glasgow* When *1884* Boilers, when made (Main) *1884* (Donkey) *1884*
No. of Main Boilers *1* Owners *J. Hay & Sons* Port *Glasgow* Voyage *Coasting*
No. of Donkey Boilers *1* If Surveyed *Afloat or in Dry Dock* *Ayr Slipway*
Steam Pressure in Main Boilers *50 lbs.* (State name of Dock.)
in Donkey Boilers *48 lbs.*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Docking*

(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?

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

Examined Sea connections, Propeller & fastenings & found all in order. Tail shaft drawn in & examined & found in good condition, New wood fitted in lower half of Stern bush.

General Observations, Opinion, and Recommendation:— *So far as seen, the*
(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. 1, 94, B.&M.S. 1, 94 or L.M.C. 1, 94, 140 lb., E.D., &c.)

Machinery of this vessel is now in good order & eligible in my opinion to remain as classed without fresh record of Survey

Office or Registration Fee (per Sec. 27) £ : :
Survey Fee (per Section 28) £ 11 : 4 :
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ 15 : :
Fees applied for 18/11 18 95
Received by me, 19/11 18 95

State if Certificate is required

Committee's Minute

Assigned

TUES, 23 JAN 1895

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



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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 stem buckle was partly new

1342765

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

W.A.
21-1-95

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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