

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

(Received at London Office)

MAR 18 1895

Date of writing Report *Mar 14th* 18*95* When handed in at Local Office *Port of Glasgow*
 No. in Reg. Book. *272* Survey held at *Groon* Date, First Survey *19 Feb'y* Last Survey *12 March 1893*
 on the Machinery of the Wood, Iron or Steel *S.S. Ringend* Master *R. Lewis*
 Tonnage { Gross *396* Net *154* Vessel built at *Paisley* By whom *J. Fullerton & Co* When *1893 10*
 Registered Horse Power *43* Engines made at *Glasgow* When *1893* Boilers, when made (Main) *1893* (Donkey) *1893*
 No. of Main Boilers *1* Owners *Wallace Bros. (Lim.)* Port *Dublin* Voyage *Coasting*
 No. of Donkey Boilers *1*
 Steam Pressure in Main Boilers *110 lbs* Surveyed Afloat or in Dry Dock *Groon*
 in Donkey Boilers *40 lbs*

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+100A.1.</i> <i>2.95.</i>		<i>+7M(1893)</i>

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) *Damage*

(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?

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?

A New H. Cylinder has now been fitted. The old one having fractured across the lower Steam port Stated to have been caused through a piece of metal getting between the Valve & its face. The L.P. Cyl. & Valve casing were taken to the Shop & the New H. Cyl. fitted together, steam pistons & valves, connecting rods & Crank Shaft, all in good order. The whole has been refitted in a satisfactory manner & tried under steam.

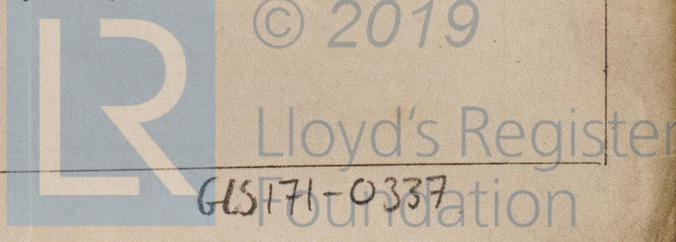
General Observations, Opinion, and Recommendation:— *The Machinery of this vessel so far as seen, is now in good order & in my opinion eligible to remain as classed without fresh record of Survey.*

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ : :
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : *4:6*

Fees applied for
13/3/95
 Received by me,
30.3.95

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

*State if Certificate is required
 Committee's Minute *TUES 19 MAR 1895*
 Assigned *as now*



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

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

on account of damage
New H.P. Cylinder filled

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.

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

J.P.R.

18-3-95

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

[Faint, illegible handwriting throughout the page, likely bleed-through from the reverse side.]