

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

(Received at London Office

THUR. 15 APL 1897

Date of writing Report 18 When handed in at Local Office 18 Port of Glasgow

No. in Reg. Book. 233 Survey held at Glasgow Date, First Survey 7<sup>th</sup> April Last Survey 9<sup>th</sup> April 1897

325 on the Machinery of the Iron, Iron Steel S. S. Ailsa Master A. McCarle (No. of Vessels)

Tonnage { Gross 74 Net 47 Vessel built at Troon By whom Ailsa S. B. Co. When 1894 YEAR. MONTH. 12

Registered { Horse Power one Engines made at Glasgow When 1894 Boilers, when made (Main) 1894 (Donkey) ✓

No. of Main Boilers one Owners W. B. Pirie & Co. Port Troon Voyage Coasting

No. of Donkey Boilers one Steam Pressure— in Main Boilers 125 in Donkey Boilers ✓

If Surveyed At on by Dock Shipway Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

(State name of Dock.)

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

CHARACTER.		years Assigned now retired.	Machinery and Boiler Surveys (including date of N.B., if any).
* Date of last Survey and of Periodical Surveys.			
+ 100 A 10.96			+ L M C 12.94.

*Last Survey No.*.....*Port*

Particulars of Examination and Repairs (if any) Damage

(Periodical Surveys, when held, must be reported in detail and serialim 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	"	"	"
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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 spare propeller shaft fitted, state whether new?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done

Damage:- The propeller shaft drawn inboard and examined found in good condition, also the crank, and thrust shafts examined and found good, the spare propeller fitted and a new one ordered.

Wear and tear:— The high pressure pistoning rod disconnected, & put into the lathe, & skinned up.

Sea connections as far as seen found good.

General Observations, Opinion, and Recommendation:— Is eligible to remain

(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.)

as classed

Office or Registration Fee (per Sec. 27).....	£	:	:
Survey Fee (per Section 28).....	£	:	:
Special Damage Fee (per Section 28).....	£	!	1/4
Travelling Expenses (if chargeable).....	£	:	:

### Fees applied for

13/4/189

Received by me,

14/4/189

Wm. C. Harrington  
Engineer Surveyor to Lloyd's Register of British and Foreign Ships

\*State if Certificate is required

## Committee's Minute

## Assigned

TUES 20 APL 1897

As now

Lloyd's Register  
Foundation

GLSI 77-6225



*Shaft examined & propeller*

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.

*unruled on account of damage*

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

*10/4/97*



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.