

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 _____
 No. in Reg. Book. 233 Survey held at Glasgow Date, First Survey 11th April Last Survey 9th April 1897
 on the Machinery of the ~~Iron~~ ~~Iron~~ Steel S.S. Ailsa Master A.W. Carle
 Tonnage Gross 325 Net 74 Vessel built at Troon By whom Ailsa S.B. Co. When 1894 12
 Registered Horse Power 47 Engines made at Glasgow When 1894 Boilers, when made (Main) 1894 (Donkey) ✓
 No. of Main Boilers one Owners W.B. Hixon & Co. Port Troon Voyage Coasting
 No. of Donkey Boilers one
 Steam Pressure in Main Boilers 125 Surveyed ~~at~~ ~~on~~ ~~the~~ Dock Slipway
 in Donkey Boilers ✓

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	Machinery and Boiler Surveys (including date of S.B., if any).
+ 100 A 1 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 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? **Not due for Survey**
 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? **yes** If spare propeller shaft fitted, state whether new? **same propeller shaft fitted**
 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 as classed**
(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.)

Office or Registration Fee (per Sec. 27).....	£ : : :	Fees applied for 13/14 18 94 Received by me, 14/14 18 94
Survey Fee (per Section 28).....	£ : : :	
Special Damage Fee (per Section 28).....	£ 1 19 :	
Travelling Expenses (if chargeable).....	£ : : :	

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

*State if Certificate is required _____
 Committee's Minute TUES 20 APL 1897
 Assigned **As now**



If so, is the Report sent now, or when will it be sent?

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

*Certificate to be sent to

rudder 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.

rudder on account of damage

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

10/4/97



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Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.