

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

(Received at London Office)

WILSON 12 JUL 1897

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

No. in Reg. Book. 233 Survey held at Troon Date, First Survey 4 Last Survey 23 June 1894

on the Machinery of the Wood, Iron or Steel S. S. Ailsa Master R. M. Millan

Tonnage { Gross 325 Net 74 Vessel built at Troon By whom Ailsa S.B.O. When 1894 12

Registered Horse Power 47 Engines made at Glasgow When 1894 Boilers, when made (Main) 1894 (Donkey) —

No. of Main Boilers 1 No. of Donkey Boilers none Owners W. B. Niven & Co Port Voyage

Steam Pressure in Main Boilers 125 lb. If Surveyed Afloat or in Dry Dock Troon Dry Dock

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 Allowed now expired.	Machinery and Boiler Survey (including date of N.B., if any).
+100 AT 4-97		+L.M.E. 12.94

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage to Hull

(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 done

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? 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?

Examined the Locomotives & connections & found them good.

Helium vitae is not worn down.

General Observations, Opinion, and Recommendation:— As 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. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)

Machinery of this vessel is in a safe working condition and eligible in my opinion to remain as classed.

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

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

*State if Certificate is required

Committee's Minute

JUL 13 JUL 1897

Assigned

as now

GLS178-0116

Lloyd's Register
Foundation

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

[Signature]
12.7.97

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.

AS THE SUBMISSIONS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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