

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

THUR 29 JUL 1897

(Received at London Office)

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

No. in Survey held at *Glasgow* Date First Survey *26 July* Last Survey *26 July 1897*

Reg. Book *48* on the Machinery of the *iron, iron Steel* *Palston* Master

Tonnage { Gross *232* Net *63* Vessel built at *Paisley* By whom *J. McArthur & Co* When *1892* Boilers, when made (Main) *1892* (Donkey) *✓*

Registered Horse Power *33* Engines made at *"* Owners *Paton & Hendry* Port *Glasgow* Voyage *Coasting*

No. of Main Boilers *one* No. of Donkey Boilers *✓* Steam Pressure in Main Boilers *120* in Donkey Boilers *✓*

Surveyed *4 feet* in Dry Dock *Johnnie's* (State name of Dock.)

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.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+100 A1</i> <i>8.96</i> <i>S.S. Bwy N°1-96</i>		<i>+LMG</i> <i>2.96</i>

Last Survey No. Port

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

(Periodical Surveys, when held, must be reported in detail and verification 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

Not due for Survey.

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?

The propeller shaft, and sea-connections as far as could be seen found good

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

(State clearly what alterations, 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 R.L.M.C. 9.95, 140 lb., F.B., &c.)

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	£	:	:
Received by me,	£	:	:

*State if Certificate is required

Committee's Minute *FRI 30 JUL 1897*Assigned *as now*

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

GLS178-0183

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 CLASSED.

29/7/92



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FOR THE SUPERVISORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.