

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

(Received at London Office)

THUR 25 NOV 1897

Date of writing Report 18 When handed in at Local Office 24th Nov 1897 Port of Glasgow
 No. in Reg. Book. Survey held at Glasgow Date, First Survey 18th Oct 1897 Last Survey 28th Oct 1897
 48 on the Machinery of the ~~Wood~~ ^{Iron} Steel ~~of~~ "Ralston" Master P. Johnston
 Tonnage Gross 282 Net 63 Vessel built at Paisley By whom J. M^c Arthur & Co When 1892 Boilers, when made (Main) 1892 (Donkey) ✓
 Registered Horse Power 33 Engines made at Glasgow When 1892 Boilers, when made (Main) 1892 (Donkey) ✓
 No. of Main Boilers one Owners Paton & Hendry Port Glasgow Voyage Coasting
 No. of Donkey Boilers 1
 Steam Pressure in Main Boilers 120 Surveyed in Dry Dock Shipway
 in Donkey Boilers 1

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage

(Periodical Surveys, when held, must be reported in detail and serially 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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how many years.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1	7.97	+LMC
S. S. B. No. 1.96.		2.96

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? Not due for Survey

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? New shaft fitted

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

Damage: A new propeller shaft has been fitted, and the spare propeller shipped, also the stern bush ulind with lignum vitae.

The old propeller shaft was found much chafed and worn on account of the propeller having been working loose.

The foregoing Report is herewith appended.

The sea connections as far as could be seen were found in order.

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 lbs. E.D., &c.)

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) £ 2; 78;
 Travelling Expenses (if chargeable) £ : :

Fees applied for

24/11/1897

Received by me,

24/11/1897

Wm C. Hamilton.

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

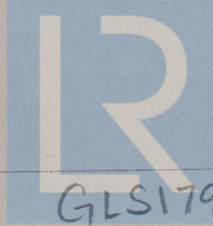
*State if Certificate is required

Committee's Minute

FRI. 26 NOV 1897

Assigned

As now



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Lloyd's Register

GLS179-0011 Foundation

Screw shaft now unruled due to damage
by the propeller working loose.
then bush unruled. & spare propeller fitted

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.

FLS
25/1/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation