

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

(Received at London Office

THIS 25 NOV 1897

Date of writing Report 18<sup>th</sup> When handed in at Local Office 24<sup>th</sup> Port of Glasgow

No. in Reg. Book 48 Survey held at Glasgow Date, First Survey 18<sup>th</sup> Oct Last Survey 28<sup>th</sup> Oct 1894

on the Machinery of the Wood, Iron or Steel Ss "Ralston" Master P. Johnston

Tonnage Gross 232 Net 63 Vessel built at Paisley By whom J. McArthur & Co When 1892

Registered Horse Power 33 Engines made at Glasgow Boilers, when made (Main) 1892 (Donkey) ✓

No. of Main Boilers one Owners Paton & Hendry Port Glasgow Voyage Coasting

No. of Donkey Boilers ✓

Steam Pressure in Main Boilers 120 Surveyed in Dry Dock Shipway Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers ✓

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		+LMC
7.97		2.96
S. S. Bwg No 1.96.		

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.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

Do. " Donkey " 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.

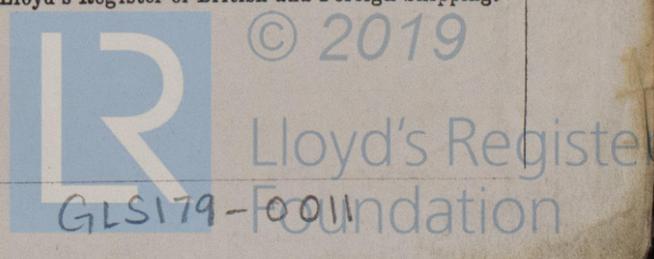
General Observations, Opinion, and Recommendation:— Is eligible to remain as classed, without fresh record of Survey.

(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. S.D., &c.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for 24/11/1894
Survey Fee (per Section 28).....	£ : :	
Special Damage Fee (per Section 28).....	£ 2, 78 :	
Travelling Expenses (if chargeable).....	£ : :	
Received by me, 24/11/1894		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



Has a Survey also been held on Ship? 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

Screw shaft now unruled due to damage  
by the propeller working loose.  
stem 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  
25/11/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.