

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

(Received at London Office)

SAT. 9 APR. 1898

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

No. in Reg. Book. *827* Survey held at *Glasgow* Date, First Survey *1st April* Last Survey *1st April 1898*

827 on the Machinery of the Wood, Iron or Steel *S.S. "Blair Ross"* Master *D. Dickson*

Tonnage Gross *2602* Net *1664* Vessel built at *Barrow* By whom *How. Con. & Son. C^{rs}rs* When *1894* YEAR. MONTH. *7*

Registered Horse Power *317* Engines made at *When 1894 Boilers, when made (Main) 1894 (Donkey) 1894*

No. of Main Boilers *2* Owners *Gaggen, Irvine & Co.* Port *Glasgow* Voyage *Cape Town*

No. of Donkey Boilers *1* If Surveyed *Afloat* in Dry Dock *Govan Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers *200* in Donkey Boilers *100*

Last Survey No. Port

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

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

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

Propeller shaft drawn in for examination, & found to be in good condition. Examined sea cocks, & their fittings, & found in good order.

General Observations, Opinion, and Recommendation:—

(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, R.&N.S. 9.95 or L.M.C. 9.95, 140 lb., F.D., &c.)

vessel is, as far as can be seen, in good condition, & eligible to remain as classed.

Office or Registration Fee (per Sec. 27)	£ 1	Fees applied for	10
Survey Fee (per Section 28)	£ 2		
Special Damage Fee (per Section 28)	£ 1		
Travelling Expenses (if chargeable)	£ 1	Received by me,	10

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

*State if Certificate is required

Committee's Minute

TUES. 12 APR. 1898

Assigned



Lloyd's Register Foundation

GLS180-0244

Less draft examined also see
connections

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

the above

may be taken as part

1.1. 701 due 798

[Signature]
9/4/98

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