

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

(Received at London Office. SA1. 24 SEP 1898)

Date of writing Report 18 When handed in at Local Office 18 Port of Glasgow
 No. in Reg. Book Survey held at Glasgow Date, First Survey and Last Survey 18. Augt 1898
240 on the Machinery of the Wood, Iron or Steel SS "Ailsa" Master John Kerr
 Tonnage { Gross 325 Vessel built at Glasgow By whom Ailsa S.B. & Co When 1894 YEAR. MONTH. 12
 { Net 74 Engines made at Glasgow When 1894 Boilers, when made (Main) 1894 (Donkey) -
 Registered Horse Power 47 Owners W. B. Gurne & Co Port Glasgow Voyage Coasting
 No. of Main Boilers 1 No. of Donkey Boilers 1 Surveyed Afloat in Dry Dock Glasgow
 Steam Pressure in Main Boilers 120 lb in Donkey Boilers -
 (State name of Dock.)

Last Survey No. Port

Particulars of Examination and Repairs (if any) Dredging

(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 " " " " "

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? NoIf spare propeller shaft fitted, state whether new? ✓State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 4"

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

When in the above dry dock all sea works & connections
propeller & fastenings examined externally & found in good
order.

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, 97, B.&M.S. 9, 97 or L.M.C. 9, 97, 140 lb., F.D., &c.)

machinery of this vessel is now in good order & in
my opinion eligible 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) £ : 4 : 6

Fees applied for

28. 9. 18 98

Received by me,

29. 12. 18 98

State if Certificate is required

Committee's Minute

Assigned As now

TUES. 27 SEP 1898

FRI. 7 JUL 1899

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



Lloyd's Register Foundation

GLS182-0031

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

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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