

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

(Received at London Office)

MON 23 NOV 1896

Date of writing Report *21 Nov 1896* When handed in at Local Office *23 Nov 1896* Port of *London*

No. in Reg. Book. *247* Survey held at *London* Date, First Survey *19 Nov 1896* Last Survey *19 Nov 1896*

*on the Machinery of the Wood, Iron or Steel* *S. S. "Ormistoun"* Master *E. Buttram*

Gross Tonnage *3562* Net Tonnage *2306* Vessel built at *Belfast* By whom *William Clark & Co* When *1893* YEAR. MONTH.

Registered Horse Power *328* Engines made at *Port Glasgow* Boilers, when made (Main) *'93* (Donkey) *'93*

No. of Main Boilers *2* Owners *P. C. Allan* Voyage *Natal*

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

Steam Pressure in Main Boilers *180* in Donkey Boilers *90*

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) *In Dry Dock + 100 A.I. 1.96 + L.M.C. 11.93*

(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?

If the Survey is not complete state what arrangements have been made for its completion?

*Complete.*

*Good done: Propeller Stern-bush and outside fastenings of Sea Connections examined and found to be in Satisfactory Condition.*

## 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, B.&M.S. 9,95 or L.M.C. 9,95, 140 lb. F.D., &c.)

*The Machinery of this vessel is in good Condition and in my opinion eligible to remain as now classed without fresh records.*

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	18
				Received by me,

\*State if Certificate is required

Committee's Minute *FRI 27 NOV 1896*Assigned *As now*

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



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LON 711-0658



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

R.L.  
24/11/96

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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