

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

(Received at London Office

WED. 1 MAR 1899)

Date of writing Report 27th Feb 1899 When handed in at Local Office is Port of Glasgow
 No. in Reg. Book. 433 Survey held at Glasgow Date, First Survey 22 Feb Last Survey 24 Feb 1899
 on the Machinery of the Wood, Iron or Steel S S "SCOTSMAN" Master J M. Vicar
 Tonnage { Gross 181 Net 70 Vessel built at Swine By whom J H Gilmore When 1894 7
 Registered Horse Power 25 Engines made at Glasgow When 1894 Boilers, when made (Main) 1894 (Donkey) ✓
 No. of Main Boilers 1 Owners J Kennedy & Son Port Glasgow Voyage Coasting
 No. of Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Helminghaugh Slip Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers 120 in Donkey Boilers ✓

Last Survey No. Port

Particulars of Examination and Repairs (if any)

(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.	Year Assigned Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A1 11.97		* LMC 7.94 B.S. 9.98

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?

To 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 under steam?

Has the propeller shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

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

The propeller shaft of this vessel has been examined & found to be in good condition. The stern tube & bush, the fastenings of all sea connections & the propeller & fastenings of same after being replaced, have been examined & found to be in good order.

General Observations, Opinion, and Recommendation:— The machinery of this

(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.)

vessel, so far as seen, is in good condition & eligible in my opinion to remain as classed without fresh record.

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

State if Certificate is required

Committee's Minute

Assigned

FRI. 3 MAR 1899

+ L.M.C. 9.98

H J Gardner Smith
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Lloyd's Register
 Foundation
 GLS183-0170

Sewage examined

*It is submitted that
this vessel is eligible for
THE RECORD. :- L.M.C. 9.98.*

ACM

2.399

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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