

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

8956

No. 8956 Date of Writing Report 22 & 23<sup>d</sup> Oct 1888 Port of Glasgow  
(Received at London Office, JUN 88)  
 No. in Survey held at Glasgow Date, first Survey 15<sup>th</sup> Oct 87 Last Survey 20<sup>th</sup> Oct 1888  
(No. of Visits)  
521. on the Machinery of the S. S. "Rossquill" Master W. Mitchell Tons 86 Net Gross  
 If Surveyed Afloat in Dry Dock Kelvinhaugh Vessel built at Paisley in 1884 Engines made in 1884  
(State name of Dock.)  
 N.H.P. 54. No. of Main Boilers 1 Made in 1884 Donkey Boiler made in 1884 Working Pressure, Main Boilers 80 lbs.;  
 Working Pressure, Donkey Boiler 80 lbs.; Owners Earl of Leitrim Port L. Derry  
 Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ Class of Vessel and Machinery 200A 110.87.  
(As in Register Book.)

Particulars of Repairs and Examination + L.M.C. 9.86.  
(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? Yes

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? ✓

*This vessel has been placed on slipway at which time all the sea connections were overhauled and on examination found in good order. Propeller & fastenings examined and found in order.*

*All parts of engines have been opened out for inspection and found in good condition.*

*The main boiler including all mountings examined and found in order.*

*Donkey boiler and mountings examined and found in good condition. Safety valves floated and adjusted to the working pressure.*

General Observations, Opinion, and Recommendation:— *This vessel's machinery is now in my opinion in a good & efficient working condition and eligible to be noted in the Society's Register: + L.M.C. 10.88.*  
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for <u>31/12 1888</u> received by me <u>10/11 1888</u>
Survey Fee (per Section 23).....	£ <u>2:2</u> : :	
Special Damage, Fee (per Section 23).....	£ : :	
*Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

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

Committee's Minute FRIDAY 4 JAN 1889 TUES 12 MARCH 1889  
 Assigned + L.M.C. 10/88

T. & S. Form No. 9—Transfer Ink—3000, 22/12/87. \* Certificate to be sent to  
 (The Surveyors are requested not to write on or below the space for Committee's Minutes.)  
 State if a Report is drawn up on the Hull of the Ship, Yes or if not whether, and when, one will be sent.

Insert Character of Ship and Machinery precisely as in the Register Book.



8956 gls.

It is submitted that this vessel

is eligible to have

RLM.C.10.88 recorded

na  
2-1-89

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.



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