

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

10216

(Received at London Office.)

No. 10216 Date of Writing Report Oct-15th 1890 Port of Glasgow

No. in Reg. Book. 409 Survey held at Glasgow Date, first Survey Sept 26th Last Survey Oct-15th 1890

on the Machinery of the S. S. Rossall Master Mitchell No. of Visits 6

Tonnage Gross 226 Net 86 Vessel built at Paisley By whom McArthur & Co When 1884

Registered Horse Power 54 Engines made at Glasgow When 1884 Boilers, when made (Main) 1884 (Donkey) 1884

No. of Main Boilers one Owners Earl of Leitrim Port Londonderry Voyage Coasting

Steam Pressure in Main Boilers 80lbs. If Surveyed Afloat or in Dry Dock Kelvinhaugh Slip & river Class of Vessel & Machinery +100A1 6-90 +L.M.C.1088

in Donkey Boiler 80lbs. (State name of Dock.)

Last Survey No. Port

Particulars of Examination and Repairs (if any) Annual Boiler Survey SS. Gls. No. 1-88.

(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? ✓

Weld-on Kelvinhaugh Slipway

All Sea cocks & Connections were opened up examined & put in good order. Propellers & fastenings examined & found in good order.

The Main Boiler was opened up, examined internally & externally, the plate on Star? side of Combustion Chamber was found to be much reduced in thickness, this was cut out & patched in an efficient manner. The Boiler was sealed & cleaned.

The donkey boiler was examined throughout & found in good condition.

All mountings including safety valves of both main & donkey boilers were overhauled examined & put in good working order.

Steam was raised in main & donkey boilers & the safety valves adjusted to safe working pressures.

General Observations, Opinion, and Recommendation:—

(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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or \*L.M.C. 1/89, as the case may be.)

I am of opinion that the machinery of this vessel is now in good order & condition & eligible to remain as classed in the Register Book with the additional notation B.S. 10-90

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	1	10	14/10/1890
Special Damage Fee (per Section 28).....	£	:	:	received by me, 24/12/1890
*Certificate (if required) as per margin.....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

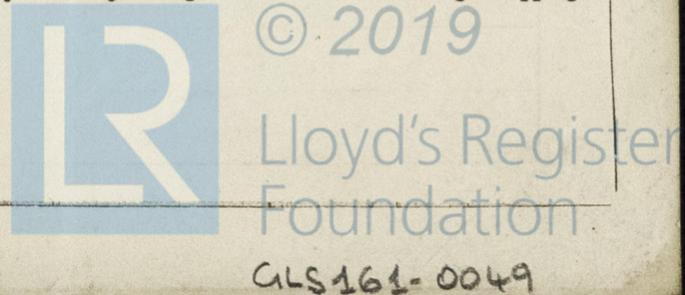
A. Kidd.  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES 21 OCT 1890

Assigned B.S. 10/90

I. & S. Form No. 9—Transfer Ink—6000, 9/12/89. \* Certificate to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

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



1021640

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.

It is submitted that this  
vessel is eligible to  
have B.S. 10. 90  
recorded.  
WA  
20-10-90



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