

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

No. 10216 Date of Writing Report Oct-15/1890 Port of Glasgow
 No. in Reg. Book. Survey held at Glasgow Date, first Survey Sept-26/1889 Last Survey Oct-15/1890
 409 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 10
 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 80 lbs. If Surveyed Afloat or in Dry Dock Kelvinhaugh Slip Class of Vessel & Machinery +100A1
 in Donkey Boiler 80 lbs. (State name of Dock.) & river (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 6-90
 Last Survey No. Port SS. GL. No. 1-88.

Particulars of Examination and Repairs (if any) Annual Boiler Survey
 (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?

Thick-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).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	24/12/1890

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

Committee's Minute
 Assigned B.S. 10/90

TUES 21 OCT 1890
 Lloyd's Register Foundation
 GLS161-0049

10216 Gs

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.

W.A.

20-10-90



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