

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

(Received at London Office,

MO. 6 AFL 1891

No. *10584* Date of Writing Report *3 April 1891* Port of *Glasgow*
 No. in Reg. Book. *426* Survey held at *Glasgow* Date, first Survey *27/3* Last Survey *2/4 1891*
 on the Machinery of the *S.S. "Horn Head"* Master
 Tonnage Gross *2386* Net *1559* Vessel built at *Belfast* By whom *Harland & Wolff* When *1884*
 Registered Horse Power *275* Engines made at *Belfast* When *1884* Boilers, when made (Main) *1884* (Donkey) *1884*
 No. of Main Boilers *two* Owners *Ulster Steam Ship Co* Port *Belfast* Voyage
 Steam Pressure in Main Boilers *90 lb* If Surveyed Afloat or in Dry Dock *Afloat* Class of Vessel & Machinery *100A1.3.20*
 in Donkey Boiler *80 lb* (State name of Dock.) *Queens Dock* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *LMC 10.88*
 Last Survey No. *10584* Port *Glasgow*

Particulars of Examination and Repairs (if any) *Annual Survey* S.S. *Horn Head* - 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?

The main boilers were opened up and examined throughout and found in good condition; Safety Valves and other mountings were overhauled, examined and put in good order. The donkey boiler was opened up together with its safety valves, examined, and found in good order. Steam was raised in both main and donkey boilers and their safety valves were adjusted to their respective 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.)

The machinery of this vessel appears to be in good order, and in my opinion eligible to remain as classed with the notification L.M.C 10.88 B.S 4.91 in the Register Book

Office or Registration Fee (per Sec. 27) £ : : Fees applied for
 Survey Fee (per Section 28) £ *2* : : *2/4 1891*
 Special Damage Fee (per Section 28) £ : :
 *Certificate (if required) as per margin £ : :
 Travelling Expenses (if chargeable) £ : :
 Received by me, *4/4 1891*

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

Committee's Minutes *TUES. 7 AFL 1891*

Assigned

B.S. 4/91

Enginire

10584-96

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 for the record B.S.4.91
6.4.91
C.A.S.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation