

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

MON. 16 NOV 1891

No. **11090** Date of Writing Report **9th Nov^r** 18**91** Port of **Glasgow**
 No. in Reg. Book **426** Survey held at **Glasgow** Date, first Survey **2nd Oct^r** Last Survey **12th Nov^r** 18**91**
 on the Machinery of the **S.S. "Rossall"** Master **P. Mitchell** No. of Visits **13**
 Tonnage Gross **227** Net **97** Vessel built at **Paisley** By whom **McArthur & Co.** When **1884** Boilers, when made (Main) **1884** (Donkey) **1884**
 Registered Horse Power **571** Engines made at **Glasgow** Owners **Earl of Kintyre** Port **Londonderry** Voyage **Coasting**
 No. of Main Boilers **One** If Surveyed Afloat or in Dry Dock **Both** Class of Vessel & Machinery **100A1**
 Steam Pressure in Main Boilers **80 lbs** in Donkey Boiler **30 lbs** (State name of Dock.) **Kelvinhaugh Slip** (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) **10-90**
 Last Survey No. **10-90** Port **Glasgow**

Particulars of Examination and Repairs (if any) **Annual Routine**
 (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 Main Boiler separately and make a thorough examination at this time? **Yes**
 Do. " Donkey " **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? **✓**
 Did the Surveyor examine the Safety Valves of the Main Boiler? **Yes**
 At what pressure were they afterwards adjusted under steam? **80 lbs**
 Did the Surveyor examine the Safety Valves of Donkey Boiler? **Yes**
 To what pressure were they afterwards adjusted? **30 lbs**

When this vessel was on the slip, the sea-cocks were opened out cleaned, and replaced. The propeller was taken off, and the shaft drawn in for examination: the shaft was found defective by means of a flaw in the edge of the featherway; a new shaft was recommended to be fitted. The cylinders, pistons, slide-valves, crank and tunnel shafting were examined and found in safe working condition. The air, circulating, feed & bilge pumps were also examined. The following repairs - not recommended by me - have been carried out. - New forward crank pin brasses, and bolts; high pressure piston rod turned and glands lushed: high & low pressure valve spindles turned up, and bushes fitted to glands.

Main boiler and mountings examined. The bottom plate in the combustion chamber was found wasted at the seam next the furnaces, a new plate was recommended to be fitted: the plate at bottom of furnaces at back end, where flanged to bottom plate of combustion chamber, was found wasted at seam; this part was recommended to be cut out, and a flanged plate fitted: a small patch on combustion chamber back, at port side, was removed, and a new one fitted. A large covering plate

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.)
This vessel's machinery appears to be in safe working condition, and in my opinion is eligible to remain as classed, and to have notification of L.M.C. 11th 91 in the Register Book.

Fee or Registration Fee (per Sec. 27) **1 10** Fees applied for **13/11/91**
 Survey Fee (per Section 28) **1 10** Received by me, **14/11/91**
 Special Damage Fee (per Section 28) **0**
 Travelling Expenses (if chargeable) **0**
 State if Certificate is required **No**

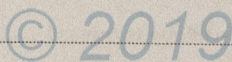
Committee's Minute **TUES. 17 NOV 1891**
 Assigned **+ Lmb 11/91**
 Glasgow 2019
 Lloyd's Register Foundation
 GLS163-0232 (1/2)

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16-11-91. + L.M.C.

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THE SURVE



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plate

S.S. "Kassgull"

has been fitted on the bottom of shell plate, at back end of boiler, where the plate was found to be wasted by leakage from the screwed stays.

All the recommendations have been satisfactorily carried out, and the boiler has been tested by hydraulic pressure to 120 lbs per sq. inch. at which pressure the boiler was tight.

The donkey boiler and mountings has been examined throughout, and found in good order.

Steam has been raised on the main and donkey boilers, and the safety valves tested to their working pressures. Owing to the donkey boiler safety valve spring being somewhat weak, the valve lifted at 68 lbs, which pressure is considered sufficient for working purposes.

The foregoing report on the propeller shaft is appended.

R. J. Pennington
Glasgow