

11790

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

(Received at London Office)

MON. 20 SEP 1892

No. 11490 Date of Writing Report 20th Sep^r 1892 Port of Glasgow
 No. in 11 Survey held at Glasgow Date, first Survey 14th Sept^r 1892 Last Survey 16th Sept^r 1892
 on the Machinery of the S.S. "Saint Kevin" Master Candlish No. of Visits 2
 Tonnage Gross 456 Net 245 Vessel built at Belfast By whom McLivie Lewis & Co When 1883 YEAR. MONTH. -6
 Registered Horse Power 75 Engines made at Belfast When 1883 Boilers when made (Main) 1883 (Donkey) 1883
 No. of Main Boilers one Owners J. M. Inglis & N. Hewat Port Dublin Voyage Coasting
 Steam Pressure in Main Boilers 85 lb. If Surveyed Afloat or in Dry Dock Harbour Class of Vessel & Machinery 100A1
 in Donkey Boiler ✓ (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)
 Last Survey No. 11478 Port Glasgow S.S. Ref. No. 2-91
+ L.M.C. 6-91

Particulars of Examination and Repairs (if any) Annual Boiler

(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 " " " No - Under steam
 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? Not adjusted
 Did the Surveyor examine the Safety Valves of Donkey Boiler? No
 To what pressure were they afterwards adjusted? Not adjusted

Main boiler and mountings opened out for survey. A part of the Star^s furnace, at Star^s side where flanged to tube plate and combustion chamber, has been cut out, it being thin. A riveted patch has been efficiently fitted at that part. A patch on the Star^s side of Centre furnace, at back seam, has been caulked, and several rivets have been set up. The patches on the circular seams of shell were found tight. The vessel has sailed, and to complete the survey, the following repairs to be done: - Main boiler safety valves to adjust to the working pressure, and the Donkey Boiler to survey throughout. The owners have been advised accordingly.

General Observations, Opinion, and Recommendation: - This vessel's machinery, as far as seen, is in safe working condition, and in my opinion is eligible to remain as classed, and to have record of B.S. with date when this survey is complete.

Office or Registration Fee (per Sec. 27)	£	:	
Survey Fee (per Section 28)	£	1:10	"
Special Damage Fee (per Section 28)	£	:	:
Travelling Expenses (if chargeable)	£	:	:
Fees applied for <u>20/9 1892</u>			
Received by me <u>28.9.1892</u>			

R. J. Beveridge
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
 Glasgow

Committee's Minute TUES. 27 SEP 1892 FRI 30 SEP 1892

Assigned Deferred for
compensation

State if a Report is also sent on the Ship or if not, and when, one will be sent.

Certificate to be sent to...
 The Surveyor 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.



11790 gl

It is submitted that this

is eligible for

B.S. 9.92

When the donkey boiler
has been surveyed and
all the safety valves
have been adjusted

[Signature]
26.9.92.

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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