11798

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

THURS. 29 SEP 1892

(Received at London Office .....)

No. 11798 Date of Writing Report 28th Sept. 1892 Port of Glasgow

No. in Reg. Book 12 Survey held at Glasgow Date first Survey ✓ Last Survey 20th Sept. 1892

on the Machinery of the S.S. "Saint Kevin" Master J. Cardlish No. of Visits 1

Tonnage: Gross 456 Net 245

Registered Horse Power 75

No. of Main Boilers One

Steam Pressure — in Main Boilers 85 lbs in Donkey Boiler

Vessel built at Belfast By whom Mc Ilwine Lewis & Co When 1883-6

Engines made at " When 1883 Boilers when made (Main) 1883 (Donkey) 1883

Owners J. M. Inglis & N. Haggit Port Dublin Voyage Coasting

If Surveyed Afloat ~~or in Dry Dock~~ Harbour (State name of Dock.)

Class of Vessel & Machinery ✠100A1 4-92 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) S.S. Rep. No. 2-91 +L.M.C. 6-91

Last Survey No. 11790 Port Gls

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? No - Exam? 20th Sept. 92

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? No

At what pressure were they afterwards adjusted under steam? 85 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted? Not adjusted

Steam raised in the main boiler, and the safety valves adjusted to the working pressure.

On examination of donkey boiler, the ring seam round the bottom of fire-box was found to be leaky, several rivets heads being worn off; two of the bottom mud-holes appear to be thin at the plate edge. Otherwise the boiler is efficient, though considerably patched at the uptake. The owners have decided not to carry out the above repairs, but have put the boiler out of use; a blank flange has been fitted to the stop-value.

General Observations, Opinion, and Recommendation:— This survey having now been completed, I am of opinion this vessels machinery is in safe working condition, and eligible to have record B.S. 9-92 in the Register Book, provided the Donkey Boiler be not used again.

(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 Books, consequent upon this survey: thus, for example, B.S. 1,91, B.&M.S. 1,91, or +L.M.C. 1,91, as the case may be.)

Office or Registration Fee (per Sec. 27)	£	:	Fees applied for 18
Survey Fee (per Section 28)	£	✓ :	
Special Damage Fee (per Section 28)	£	: :	Received by me, ... 18
Travelling Expenses (if chargeable)	£	: :	

*State if Certificate is required

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

Committee's Minute FRI 30 SEP 1892

Assigned B.S. 9.92 subject to.

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent. No

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

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

16—L. R. P.

GLS166-0118

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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.

BS 9.9.92

Subject to the donkey boiler not being used again.

CWS.
29.9.92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.