

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 Sep^r 1892 Port of Glasgow
 No. in Reg. Book 11798 Survey held at Glasgow Date first Survey 25th Sept 1892 Last Survey 25th Sept 1892
 on the Machinery of the "Saint Kevin" Master J. Gaudin No. of Visits 1892
 Tonnage Gross 456 Net 245 Vessel built at D Belfast By whom M^r James Lewis & Coy When 1883 Boilers when made (Main) 1883 (Donkey) 1883
 Registered Horse Power 10 Engines made at D Belfast Owners J. M. Inglis & M. Hught Port Dublin Voyage Coasting
 No. of Main Boilers one Steam Pressure in Main Boilers 85 lbs If Surveyed Afloat or in Dry Dock Harbour Class of Vessel & Machinery 100AL
 in Donkey Boiler 100AL (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) 4-92

Last Survey No. 11790 Port Gls
 Particulars of Examination and Repairs (if any) Annual Boiler 25th Sept 1891
 (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. + L.M.C. 6-91

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No - Exam^d 20th Sept 1892
 Do. " Donkey " " " yes

If this was not done, state for what reasons? yes

And what parts of the Boilers could not be thus thoroughly examined? no

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? no

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-valve.

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 Book, 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.)

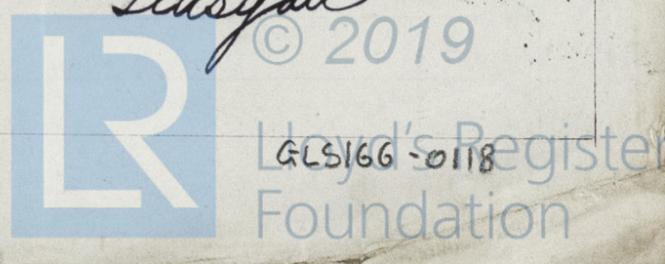
Office or Registration Fee (per Sec. 27)	£	:	Fees applied for
Survey Fee (per Section 28)	£	✓	18
Special Damage Fee (per Section 28)	£	:	Received by me,
Travelling Expenses (if chargeable)	£	:	18

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

Committee's Minute 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.

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



11798 gdo

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.

Subject to the advice of
bailor not being
needed again
Cass
29.9.92

[Faint, mostly illegible handwritten text, likely bleed-through from the reverse side of the page.]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation