

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

THURS. 9 FEB 1893

No. 12024 Date of Writing Report Feb 8<sup>th</sup> 1893 Port of Glasgow  
 No. in Reg. Book 439 Survey held at Glasgow Date, first Survey 23<sup>rd</sup> Jan<sup>y</sup> Last Survey 2<sup>nd</sup> Feb<sup>y</sup> 1893  
 on the Machinery of the R. S. Ross Master L. McDougal No. of Visits 7  
 Tonnage Gross 229 Net 97 Vessel built at Brisley By whom McArthur & Co When 1884 10  
 Registered Horse Power 54 Engines made at Mumfroustons When 1884 Boilers, when made (Main) 1884 (Donkey) ✓  
 No. of Main Boilers 1 Owners Earl of Linton Port Londonderry Voyage Coasting  
 Steam Pressure in Main Boilers 80 If Surveyed Afloat or in Dry Dock Edinburgh & Ship  
 in Donkey Boiler ✓ Class of Vessel & Machinery 100A1  
 Last Survey No. ✓ Port ✓ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

## Particulars of Examination and Repairs (if any) R. S. 802

+ L.M.C. 11-91

Repairs due to other causes. State also the dates and initials of any letters respecting this case. Repairs on account of Damage should be separated from

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? 70 lbs

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

To what pressure were they afterwards adjusted? 68 lbs

When this vessel was on the slip the engine & boilers were opened up for survey. The cylinders pistons & valves, Air, Circulating feed & bilge pumps and valves, the crank & turner shafting, the propeller & fastenings, and all sea cocks & connections examined, the condenser was tested and found tight. The packing ring & spring of H.P. cylinder were found worn a new ring & spring were recommended, all other parts in good order. The following repairs not recommended by me have been carried out. New set of L.P. crank pin bearings one cylinder valve for main feed, two bilge pump valves, also new donkey pump plunger.

Main boiler mountings examined, Patch at head of Combustion Chamber found to be cracked, a new patch was recommended to be fitted. The front end plate of boiler below manhole door, and also below Port furnace was much wasted a new compensating ring carried over same.

General Observations, Opinion, and Recommendation:— This vessel's machinery is now in safe working condition and in my opinion is eligible to remain as cleared and have no objection.  
 + L.M.C. 2-93.

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ 3 : 10 :  
 Special Damage Fee (per Section 28) £ : :  
 Travelling Expenses (if chargeable) £ : :  
 Fees applied for 3/2/93  
 Received by me, 6/2/93

Allan McEand  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\* State if Certificate is required  
 Committee's Minute FRI 10 FEB 1893  
 Assigned + L.M.C. 2, 93



1200796

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. + L.M.C. 2-93

On acct of her wear - a few  
repairs were effected to the  
Machinery & Boilers.

W.A.  
9-2-93

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation



And united to shell plate, a covering plate below Port-furnace fitted in the same way was recommended, All old patches were examined & seams & rivets caulked where necessary, all the recommendations have been satisfactorily carried out & the boiler tested by hydraulic pressure to 100 lbs per sq inch at which pressure it was tight.

The donkey boiler & mountings have been examined over all parts & found in fair condition.

Steam has been raised on the main and donkey boilers & the safety valves adjusted to the working pressure.

A new propeller shaft was fitted in November 1891 see Glasgow report-11090

Alfred McLeod  
Glasgow