

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

No. 12184 Date of Writing Report 1<sup>st</sup> May 1893 Port of Glasgow  
 No. in Reg. Book. 11 Survey held at Nyr Date, first Survey 25<sup>th</sup> April 1893 Last Survey 25<sup>th</sup> April 1893  
 on the Machinery of the S.S. "Saint Kevin" Master Candlish No. of Visits 1  
 Tonnage { Gross 466 Vessel built at Belfast By whom McIlvone Lewis & Co. When 1883-6  
 { Net 245 Engines made at " When 1883 Boilers, when made (Main) 1883 Donkey 1883  
 Registered Horse Power 75  
 No. of Main Boilers one Owners J. M. Lough & W. Hewat Port Dublin Voyage Coasting  
 Steam Pressure in Main Boilers 85 lbs. It Surveyed Afloat or in Dry Dock Nyr Slip  
 in Donkey Boiler ✓ (State name of Dock.)  
 Last Survey No. Port Class of Vessel & Machinery 100A1  
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 22 1/2 H 92

Particulars of Examination and Repairs (if any) *Locking* *BS. 9-92 + L.M.C. 6-91*  
(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?

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?

At what pressure were they afterwards adinsted under steam?

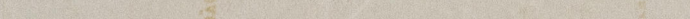
Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adinsted?

Examined propeller and sea-cocks externally  
and found them in good order.

General Observations, Opinion, and Recommendation:— As far as seen, the  
(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. 189, B.&M.S. 189, or ~~X~~L.M.C. 189, as the case may be.)  
machinery of this vessel is in safe working condition, and  
eligible to remain as classed, without fresh record of  
survey

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

  
 Engineer/Surveyor to Lloyd's Register of British and Foreign Shipping

\*State if Certificate is required.....

Committee's Minute.....

Assigned ..... *As now* .....

GLS167A-0241



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 to  
remain AS CLASSED.

W.C.

4-5-93



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THE SURVEYORS ARE REQUESTED NOT TO WRITE