

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

No. 12184 Date of Writing Report: 1st May 1893 Port of Glasgow
 No. in Reg. Book. 71 Survey held at Nyr Sl. "Saint Kevin" Date, first Survey 14 Last Survey 25th April 1893
 on the Machinery of the "Saint Kevin" Master Candlish No. of Visits 1
 Tonnage Gross 466 Net 245 Vessel built at Belfast By whom McLivine Lewis & Co When 1883 - 6
 Registered Horse Power 75 Engines made at " When 1883 Boilers, when made (Main) 1883 (Donkey) 1883
 No. of Main Boilers one Owners J. M. Inglis + W. Heust Port Rubbin Voyage Coasting
 Steam Pressure in Main Boilers 85 lbs It Surveyed Afloat or in Dry Dock Nyr Slip
 in Donkey Boiler Class of Vessel & Machinery 100A1
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) Docking BS. 9-92 + L.N.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?
 Do. " Donkey " " " " "
 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 adjusted under steam?
 Did the Surveyor examine the Safety Valves of Donkey Boiler?
 To what pressure were they afterwards adjusted?

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

General Observations, Opinion, and Recommendation:— *As far as seen, the machinery of this vessel is in safe working condition, and eligible to remain as classed, without fresh record of survey.*
 (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. 1,89, B.M.S. 1,89, or L.M.C. 1,89, 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. Beveridge
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
 Glasgow

*State if Certificate is required _____
 Committee's Minute FRI 5 MAY 1893
 Assigned As now

N.B.—If this Report is copied by Copying Press, special 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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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