

No. 13544

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

(Received at London Office)

FRIDAY 22 MAR 1895

Date of writing Report..... When handed in at Local Office..... 18.....

No. in Reg. Book. Survey held at Glasgow Date, First Survey 7th March Last Survey 8th March 1895

X 451 on the Machinery of the Wood, Iron or Steel S. S. Rossquill Master W. D. Oungall

Tonnage { Gross 238 Net 90 Vessel built at Paisley By whom M. Arthur & Co When 1884 YEAR. MONTH. 10

Registered Horse Power 54 Engines made at Glasgow When 1884 Boilers, when made (Main) 1894 (Donkey)

No. of Main Boilers 1 Stk Owners Earl of Leinster Port Londonderry Voyage

No. of Donkey Boilers one If Surveyed Afloat or in Dry Dock Gosau Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure— in Main Boilers 80 in Donkey Boilers 80 (State name of Dock.)

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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?

If the Survey is not complete state what arrangements have been made for its completion?

Examined the Seacocks & connections & found them good.
The tailshaft was drawn in and found to be in a good condition

On account of damage to the propeller a new one has been fitted and the lignum vitae in the stern tube has been renewed.

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 of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 1,04, B.&M.S. 1,04 or L.M.C. 1,04, 140 lb., F.D., &c.)

Machinery of this vessel is in a safe working condition
and eligible in my opinion to remain as classed.

Office or Registration Fee (per Sec. 27)..... £ : :
 Survey Fee (per Section 28)..... £ : :
 Special Damage Fee (per Section 28)..... £ 1 19 :
 Travelling Expenses (if chargeable)..... £ : :

Fees applied for

21/3/ 1895

Received by me,

21/3/ 1895

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

*State if Certificate is required

Committee's Minute TUES. 26 MAR 1895

Assigned As now
subject to

© 2019

Lloyd's Register

GLS171-0357

Propeller filled 1354998 N.E. - 11 this

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much clamped 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. Subject to
The Donkey Board
being surveyed
annually -
D P R
22-3-95

65 THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.