

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

(Received at London Office)

FRI, 29 APR 1898

Date of writing Report 18 When handed in at Local Office 18 Port of *Glasgow*

No. in Survey held at *Glasgow* Date, First Survey 11. April Last Survey 20 April 1898

Reg. Book. *480* on the Machinery of the *Wood, Iron or Steel* *S. L. Rosegull* Master *Blampied*

Tonnage Gross *238* Net *90* Vessel built at *Paisley* By whom *M^r Arthur R^d* When *1884* Boilers, when made (Main) *1894* (Donkey) *1884*

Registered Horse Power *54* Engines made at *Glasgow* Owners *Quisimus Covey* Port *Emerson* Voyage *Coasting*

No. of Main Boilers *1* No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Kelvinhaugh Slip* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers *80* in Donkey Boilers *80*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *boiling & B.S.*

(Periodical Surveys, when held, must be reported in detail and serially 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? *Yes*

Do.

Donkey

If this was not done, state for what reasons? *Yes*And what parts of the Boilers could not be thus thoroughly examined? *Yes*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? *Yes*Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes*At what pressure were they afterwards adjusted under steam? *80 lbs*Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*To what pressure were they afterwards adjusted? *80 lbs*

Has the propeller shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Complete*

Propeller shaft drawn in for examination. I found to be so badly corroded between the liners as to be unfit for further use.

New propeller shaft fitted, & stern bush refitted with lignum vitae.

Examined donkey boiler, & its safety valves, & adjusted main & donkey boiler safety valves under steam to the above pressures

General Observations, Opinion, and Recommendation:— The machinery of this vessel is, as far as seen, in my opinion in safe working condition & eligible to remain as classed, subject to the donkey boiler being examined again in 12 months time

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 28.4.1898

Survey Fee (per Section 28) £ 1 : : 13/5/98

Net Damage Fee (per Section 26) £ : 2 : : 27/5/98

Travelling Expenses (if chargeable) £ : 18 : : Received by me

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

State if Certificate is required

TUES. 3 MAY 1898

Committee's Minute

Assigned

as now subject

Crew shaft found badly corroded
now renewed.

It is submitted that
this vessel is eligible to
remain as **CLASSED**. Subject to
the donkey boiler being surveyed
Annually next survey due
4.99

HS
29/4/98

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.

THE PORTFOLIO VEE RECORDED NOT TO BE USED FOR OTHER THAN THE PURPOSES

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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