

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

51538

TUE - 3 FEB 91

(Received at London Office.)

Date of Writing Report 3rd Feb 1891 Port of London
 No. in Reg. Book. 520 Survey held at London Date, first Survey 22nd Jan 1891 Last Survey 2nd Feb 1891
 on the Machinery of the S.S. "McKevern Castle" Master Ruddall No. of Visits 4
 Tonnage Gross 2605 Net 1689 Vessel built at Glasgow By whom Barclay Curle & Co When 1883 YEAR. MONTH. 9
 Registered Horse Power 270 Engines made at "Currie & Co" When 1883 Boilers, when made (Main) 1883 (Donkey) 1883
 No. of Main Boilers 2 Owners Ronald Currie & Co Port London Voyage Cap.
 Steam Pressure in Main Boilers 80 If Surveyed Afloat or in Dry Dock James Smith Dry Dock Class of Vessel & Machinery 100 A1 6,90
 in Donkey Boiler 30 (State name of Dock.) See D. Dock (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) + LMC 788
BS 11-89

Last Survey No. 50745 Port Low Lou N°1 88
 Particulars of Examination and Repairs (if any) Boiler Survey (annual)
 (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 Boiler separately (including the Donkey Boiler, if any), 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?

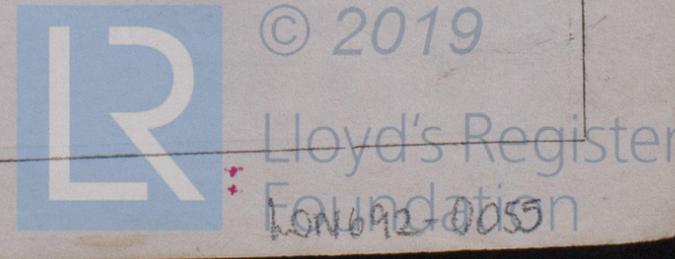
*Boiler placed in dry dock
 Examined propeller, all sea connections & their fastenings, found same in good condition.
 Examined main boilers & superheater internally & externally also their safety valves, found all in good condition.
 Examined donkey boiler internally & externally - all plain tubes taken out (to clean inside thoroughly) & new ones fitted, all satisfactory - examined safety valve (dead weight) satisfactory
 Tested main & donkey boilers under steam adjusted main to blow at 80 lbs donkey lifted at 30 lbs pressure.*

General Observations, Opinion, and Recommendation:—
 (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.)
So far as seen the machinery of this vessel is in good safe working condition & in my opinion eligible to remain as classed & have BS 2/91 recorded in the register book

Office or Registration Fee (per Sec. 27).....	£ : :	} Fees applied for 3 2 1891
Survey Fee (per Section 28)	£ 2 : - : -	
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable)	£ : :	
		Received by me, 29/4 1891

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

Committee's Minute FRI - 6 FEB 91
 Assigned BS. 2/91



Insert Character of Ship and Machinery precisely as in the Register Book.

It is submitted that this vessel is eligible to have B.S. 2-91 recorded.

W.A.

5-2-91

