

## REPORT OF SURVEY FOR REPAIRS, &amp;c. OF ENGINES AND BOILERS

29 AUG 1950

(Received at London Office)

DUBLIN

Date of survey report 28.8. 50. When handed in at Local Office 28.8. 50. Port of DUBLIN

No. of Survey held at LIMERICK Date First Survey 8.6.50 Last Survey 22.8. 50. (No. of Trials 2)

**58744** At the Machinery of the ~~Wood, Iron or Steel~~ Hopper Dredger "ERIN-GO-BRACH"

Gross 386 Tonnage Net 199

Vessel built at Paisley By whom Fleming & Ferguson Ltd. Year 1894 Month 3.

Engines made at Paisley By whom Fleming & Ferguson Ltd. When 1894 4

Boilers when made (Main) 1909 (Donkey) -

Owners Limerick Harbour Commissioners Owners' Address -

(if not already recorded in Appendix to Register Book.)

Managers - Port LIMERICK Voyage -

No. of Main Boilers 1 No. of Donkey Boilers -

No. of Main Boilers 160

In Donkey Boilers -

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

(Note: The Surveyor, when making a report in detail and serially in the terms of the Rules, State clearly the nature of the survey, if any, and the results of the examination and repairs. Repairs on the machinery of the vessel, which may be stated, should be separated from repairs to the hull, and boilers should be stated in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of the surveyors respectively.)

In damage cases, where the Surveyor has been making a special damage report he is required to state whether he has been satisfied with the repairs, and if so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No.

What parts of the Boilers could not be thus thoroughly examined? -

What means, in the absence of internal examination, were adopted by the Surveyor to ensure the efficiency of those parts of each Boiler? -

State date of internal examination of each boiler 8.6.50.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes.

To what pressure were they afterwards adjusted under steam? 160 lbs.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? -

To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes.

and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? -

and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes.

and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? Yes. Has it a continuous liner? No.

Is an approved oil retaining appliance fitted at the after end? No.

Has the shaft now been changed? No. If so, state reasons -

Has the shaft now fitted been previously used? -

Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? -

State date of examination of Screw Shaft 8.6.50.

State the wear down in the stern -

Is electric light and/or power fitted? -

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

Machinery parts, when referred to by numbers, should be counted from forward.

Is the machinery complete, state what arrangements have been made for its completion and what remains to be done. Complete.

## Now done:-

Vessel placed in dry dock, propeller, tail shaft, stern bush, sea fastenings examined.

Examined boiler internally and externally with safety valves, mountings, manholes, doors and fastenings and its safety valves adjusted to pressure stated.

The machinery generally examined as far as practicable without dismounting and found satisfactory.

Thrust shaft examined.

## Repairs Wear and Tear.

All boiler mountings (except safety valve chest and main stop valve chest) removed from shell and studs renewed where necessary.

## Observations, Opinion, and Recommendation:-

The machinery of this vessel as far as

(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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; for example, BS 9.11, RMS 9.11, &c.)

now seen is in good and efficient condition and eligible in my opinion to remain as now classed with fresh record BS.8.50 and to have the notation of T.S. 6.50.

Survey Fee (per Section 20) BS & repairs. 8 40

TS. 2 00

Special Damage or Repair Fee (if any) (per Section 20.) 7 40

Travelling expenses (if chargeable) -

Fees applied for 28 8 00

Received by me, 17 8 00

19

Committed Minute FRI. 15 SEP 1950

Assigned BS 8.50

S. 6.50

CERTIFICATE WRITTEN.

For self & Howard.

L. H. Waggott

Engineer Surveyor to Lloyd's Register of Shipping.



© 2020

Lloyd's Register Foundation

004009-004018-0045



Bottom manholes and door built up with Electric Welding  
and door refitted.

Circulating valve pipe (P.S.) renewed.

Collision chock renewed.

*W.H.*

*For ref + 1/2 hour  
W. H. Haggart*

