

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

29 AUG 1950

(Received at London Office)

DUBLIN

28.8.

50.

28.8.

50.

Port of

When handed in at Local Office

No. of Survey

Survey held at

LIMERICK

Date

First Survey 8.6.50

Last Survey 22.8.50

(No. of Trials)

58744

Machinery of the Wood, Iron or Steel

Hopper Dredger "ERIN-GO-BRAGH"

Gross Tonnage

386

Vessel built at

Paisley

By whom

Fleming & Ferguson Ltd.

Year 1894 Month 3

Net Tonnage

199

Engines made at

Paisley

By whom

Fleming & Ferguson Ltd.

When 1894 4

Boilers when made

(Main)

1909

(Donkey)

No. of Main Boilers

1

Owners

Limerick Harbour Commissioners

Owners' Address

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

No. of Donkey Boilers

-

Managers

-

Port

LIMERICK

Voyage

-

In Donkey Boilers

-

If Surveyed Afloat or in Dry Dock

Yes.

Name of Dock

LIMERICK.

Particulars of Classification (which must be inserted as in Register Book & Appendments).

CLASSIFICATION	REMARKS	REMARKS
BS Hopper 3.49		MBS 6.47
dredger		Blrs. 3.49
A.S. 3.49		msp. 6.47
S.S.LIM. 6.47		T.S. 6.47
		NB 9.09

Particulars of Examination and Repairs (if any)

B.S. & T.S.

Particulars of Examination and Repairs (if any) B.S. & T.S. (Detailed description of examination and repairs)

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

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

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

Did the Surveyor examine the draft plugs of the Main Boilers? Yes.

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

Has the shaft now been changed? No.

Has the shaft now been fitted previously used? No.

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

State date of examination of Screw Shaft 8.6.50

Is electric light and/or power fitted? No.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? 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 safety valves adjusted to pressure stated.
- The machinery generally examined as far as practicable without dismantling 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

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 0 0
Special Damage or Repair Fee (if any) (per Section 20.)	T.S.	£ 2 0 0
Travelling expenses (if chargeable)		£ 7 4 0

Fees applied for £17 8 00 Received by me

For self & Howard. W. H. Waggott

Engineer Surveyor to Lloyd's Register of Shipping.

Committed's Minute

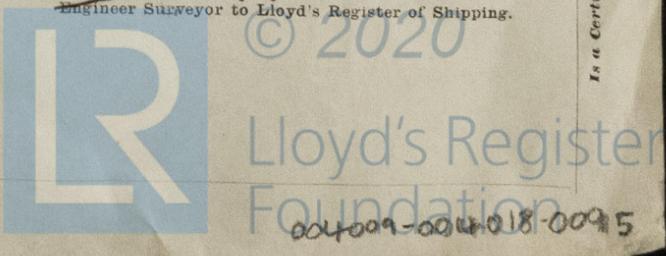
FRI. 15 SEP 1950

Assigned

BS 8,50

S. 6,50

CERTIFICATE WRITTEN.



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 info + approval
W. H. Waggott*