

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

(Received at London Office)

SAT. 1 NOV 1902

Date of writing Report 31st Oct 1902 When handed in at Local Office

Port of Dublin

Survey held at Dublin

Date, First Survey 8th Oct Last Survey 29th Oct 1902

on the Machinery of the Wood, Iron or Steel SS. Joseph Fisher

Master D Ferguson

Gross 292

Net 70

Registered 45

of Main Boilers one

of Donkey Boilers none

Main Pressure 120 lb

Main Boilers 120 lb

Donkey Boilers

Vessel built at Paisley

By whom J Fullerton & Co

When 1896

Engines made at Glasgow

By whom Hall Bros Buttery & Co

When 1896

Boilers, when made (Main) 1896

(Donkey)

Owners Newry & Kilkeel S.S. Co Ltd Port

Voyage Crop Channel

If Surveyed Afloat or in Dry Dock both

No 2 Patent Slip

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

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A 1 6-01 SS. Newry No 1-00		+ L M C 11-00

st Survey No. 19004 Port

Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use 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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials and initials of any letters respecting this case.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? also whether any damage report was made, and, if so, by whom?

Damage Report by writer

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

Do. " Donkey " " "

is was not done, state for what reasons?

what parts of the Boilers could not be thus thoroughly examined?

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?

the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? 120 lbs

the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boiler?

the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

the propeller shaft been drawn and examined at this time?

Is spare propeller shaft fitted; state whether new? replaced

the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

half rewooded

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

a new bottom door to Boiler.

Damage Repairs. please refer to Cause of damage to accompanying Report. Whilst on the Slip, the propeller was taken off & the shaft drawn & examined. Some pitting & slight grooving is noticeable between the liners but the shaft is belined sound & above the rule diameter, it was chamfered near the liners & replaced. The sea cocks were opened & examined. Bearings of Crank shaft, Pistons, valves, pumps, & all the working parts opened up & examined. The Condenser was examined & tested. The Copper main steam pipe was taken out annealed & tested to 240 lbs water pressure. A number of rivets on the starboard side sole plate, were renewed & on account of those on the port side being inaccessible without lifting the Engines, two wrought iron stays 2 1/2" diameter have been fitted horizontally between the Column heads & to a new stringer on the frames at the vessel starboard side, with the result of materially improving the stability of

General Observations, Opinion, and Recommendation:—

(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. 200, B.&M.S. 200 or L.M.C. 200, 140 lb., F.D., &c.)

The Machinery of this vessel is in good condition & will be eligible in my opinion to have the record of + L M C 10.02 when a new bottom man door is fitted to the Boiler.

Registration Fee (per Sec. 37) £ 18:0
 Roy Fee (per Section 38) £ 18:0
 Special Damage or Repair Fee (if any) (per Section 39) £ 3:12
 Travelling Expenses (if chargeable) £ 10
 Total £ 1:16:0

Fees applied for 31/10/1902
 Received by me, 23/10/02 15/11/02

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

If Certificate is required

Committee's Minute TUES. 4 NOV 1902

signed Deferred

FRI. 17 APL 1903

TUES. 12 MAY 1903

Lloyd's Register Foundation

006401-005406-0096

these Engines. Boiler examined inside & outside Safety valves, Stop
valves & check valves opened up & overhauled & the Safety valves tested
to 120 lbs. Repairs due to wear & tear. The back tube plates
showing slight bulging, have had two 1 1/2" rod stays put through
each plate. The bottom man door in the front end plate, is found
too loose a fit in its spigot nearly 1/2". Please see note below.
4 screwed stays between the boxes being damaged by a loose
hanger, have been renewed.

A new door is promised to be fitted at the very
earliest opportunity.
Amv.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Damage: 55 due 4.02. - 20 complete at end of
screw shaft examined. Such
partly renewed.

Small engine repairs
wear there:-

Small m3 repairs.
It is submitted that this
vessel WILL BE eligible for
the record. + MC 10.02
when a new bottom
manhole door has
been fitted to the
boiler.

3. 11. 02



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