

NEW DATES

No. 2108

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

(Received at London Office)

SAT. 1 NOV 1902

No. of writing Report 3rd Oct 1902 When handed in at Local Office Dublin 10 Port of Dublin

No. in Book 65 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

Age { Gross 292 Net 70 Vessel built at Paisley By whom J Fullerton & Co When 1896

Registered Horse Power 45 Engines made at Glasgow By whom Hall Bros Buttery & Co When 1896

of Main Boilers one Boilers, when made (Main) 1896 (Donkey) ✓

of Donkey Boilers none Owners Newry & Kilkeel S.S. Co Ltd Port Port Voyage Crop Channel

Working Pressure 120 lb If Surveyed Afloat or in Dry Dock both (State name of Dock.) No 2 Patent Slip

Donkey Boilers ✓ 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.	Year Assessed 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

First Survey No. 19004 Port Dublin

Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and seriatim 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 details 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

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

Do. " Donkey " " " " " ✓

What 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 120 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ 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 Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? none, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boiler? ✓

Has the propeller shaft been drawn and examined at this time? yes Is spare propeller shaft fitted, state whether new? replaced

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? half rewooded

Has the Survey 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 removed & 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's 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. 27) £ 18:0

Survey Fee (per Section 28) £ 18:0

Special Damage or Repair Fee (if any) (per Section 28) £ 3:12

Printing Expenses (if chargeable) £ 10

Total £ 1:16:0

Balance of Fees applied for 31/10/1902

Received by me, John Macwilliam 23/10/02

Received by me, John Macwilliam 18/11/02

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

Committee's Minute TUES. 4 NOV 1902

signed Deferred

FRI. 17 APL 1903

TUES. 12 MAY 1903

Lloyd's Register Foundation

006401-005406-0096

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

* Certificate to be sent to

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.

Amu.

Damage: 55 due 9.02. - 20 complete at end of
 screw shaft examined. Such
 partly reworked.

Small engine repairs
 wear etc.

Small m/s repairs.

It is submitted that this vessel WILL BE eligible for the record. + ON 10. 02 when a new bottom manhole door has been fitted to the boiler.

CA
 3. 11. 02

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 to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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