

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

Date of writing Report *Nov 20th 1899* When handed in at Local Office *Nov 20th 1899* Port of *Aberdeen*
 No. in Reg. Book *478* Survey held at *Aberdeen* Date, First Survey *Oct 16th* Last Survey *Nov 1899*
on the Machinery of the Wood, Iron or Steel *D. D. North Star* Master *J. Lyon*
 Tonnage { Gross *126* Net *46* Vessel built at *Aberdeen* By whom *J. & J. Lyon & Co* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*
 Registered { Horse Power *62* Engines made at *Aberdeen* Owners *W. Pyper* Port *Aberdeen* Voyage *Fishing*
 No. of Main Boilers *one* No. of Donkey Boilers *none* Steam Pressure in Main Boilers *100 lbs* If Surveyed Afloat or in Dry Dock *at 8H* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

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

Do. " Donkey " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? *100 lbs*

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Has the propeller shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new?

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

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

Complete
The sea cocks, valves, sea connections, propeller fastenings examined, the tail shaft drawn & examined. It is slightly corroded at the ends of the liners but still considered satisfactory. The stern bush renewed on account of wear & tear. The boiler, safety valves, cylinders, pistons, slide valves all pumps, condenser & all shafting examined & put into order. On account of wear & tear, two new bottom end brasses fitted, the crankshaft lined up & a general overhaul done to the engines. On account of shortness of material due to carelessness, the star^d C Chamber top, sides & back tube plate more or less buckled. A new C Chamber top, & a portion of the star^d side fitted, the port side plate firmed in place, the back tube plate removed firmed & refitted, & the whole of the smaller stay tubes in this C Chamber renewed, the tubes in the other C Chamber re-expanded, the top row of screwed stays in the star^d C Chamber renewed, on the top, back & sides. The boiler afterwards tested by making pressure to 130 lbs & found tight & safety valves adjusted under steam to 100 lbs.

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. 9,97, R.&M.S. 9,97 or L.M.C. 9,97, 140 lb., F.D., &c.)

This vessel's machinery is in good condition, eligible in my opinion to remain as classed, with fresh record of +LMC 11.99 in the Reg. Book—

Office or Registration Fee (per Sec. 27) *£ 3 10*
 Survey Fee (per Section 28) *£ 2 7*
 Special Damage Fee (per Section 28) *£ 3 3*
 Travelling Expenses (if chargeable) *£ :*

Fees applied for

Nov 20th 1899

Received by me

28/11/99

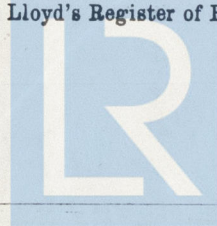
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required

Committee's Minute

FRI 24 NOV 1899

Assigned

+ hmc 11.99

Lloyd's Register Foundation

ABN16-0359

Screw shaft examined and Stern
brush renewed. 6221 abn
Small repairs to engine.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

On account of damage owing to shock.
Screw of water consequent on leakage.
Combustion chamber top part of screw
side renewed, port side plate joined and replaced
back tube plate, removed from chamber removed.
all tubes in the other combustion chamber renewed.
the tubes in the top part of screw shaft in
the screw combustion chamber renewed.

It is submitted that
this vessel is eligible for
THE RECORD.

✓ L.M.C 11.99

C.M.
24/11/99

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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