

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

Date of writing Report *Nov 20<sup>th</sup> 1899* When handed in at Local Office *Nov 20<sup>th</sup> 1899* (Received at London Office *WED. 21 NOV 1899*) Port of *Aberdeen*

No. in Reg. Book *478* Survey held at *Aberdeen* Date, First Survey *Oct 16<sup>th</sup>* Last Survey *Nov 1899* (No. of Visits *6*)

*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. Fulton & Co* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*

Registered Horse Power *62* Engines made at *Aberdeen* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*

No. of Main Boilers *one* Owners *W. Pyper* Port *Aberdeen* Voyage *Fishing*

No. of Donkey Boilers *none* Owners *W. Pyper* Port *Aberdeen* Voyage *Fishing*

Steam Pressure in Main Boilers *100 lbs* If Surveyed Afloat or in Dry Dock *at Aberdeen* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers *✓* (State name of Dock.)

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) *Damage to boiler LMC for 5.99 0.1.11.1903.8.95*

(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.)

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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

Do. " Donkey " " " " *no*

If this was not done, state for what reasons? *none*

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? *yes* 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? *yes* 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? *1/16"*

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

*The sea 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 branes fitted, the crankshaft lined up & a general overhaul done to the engine. On account of shortness of make due to carelessness the star<sup>d</sup> C Chamber top, sides & back tube plate more or less buckled. A new C Chamber top, & a portion of the star<sup>d</sup> side fitted, the port side plate fixed in place, the back tube plate removed fixed & 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<sup>d</sup> 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, E.S. 997, R.&M.S. 997 or L.M.C. 997, 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)..... £ 7

Special Damage Fee (per Section 28)..... £ 3 3

Travelling Expenses (if chargeable)..... £ :

Fees applied for *Nov 20<sup>th</sup> 1899*

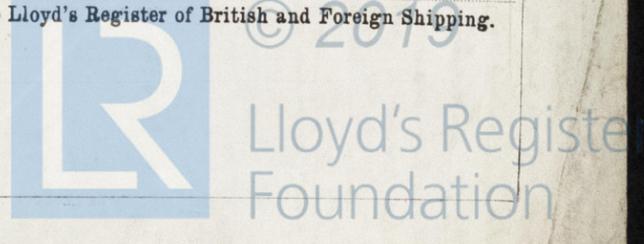
Received by me *25/11/99*

*Maurice Sutton*  
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*



Screw shaft examined and stems  
brush reworked. 6221 abm  
Small repairs to engine.

Account of damage owing to short  
ness of water consequent on leakage:

Combustion chamber top part of shell  
also renewed, pot side plate joined up  
back tube plate, removed joints provided  
all tubes in this combustion chamber renewed,  
the tubes in the other combustion chamber re-  
newed. The top part of screw shaft in  
the starboard combustion chamber renewed.

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

L.M.C 11.99

CM  
24/11/99

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

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