

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

(Received at London Office. THUR. 1 SEP 1904)

Report of Survey for Repairs, &c., of Engines and Boilers. When handed in at Local Office 29<sup>th</sup> August 1904 10 Port of Aberdeen.

Survey held at Aberdeen. Date, First Survey 4<sup>th</sup> July. Last Survey 22<sup>nd</sup> August 1904.

The Machinery of the Wood, Iron or Steel SS. ~~Iron~~ Spray. Master Lawrence. (No. of Visits 6.)

Vessel built at Sunderland By whom S. P. Austin & Son When 1891. 12

Engines made at " By whom J. Dickinson When 1891.

Boilers, when made (Main) 1891. (Donkey) 1891

Owners Ellis & McHardy. Port Aberdeen. Voyage Coasting.

Surveyed Afloat in Dry Dock Aberdeen. (State name of Dock.)

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

CHARACTER. Date of Special Survey, Date of Last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1. 5.04		L.M.C. 12.03.
S.S. Sh. No. 3. 1.04.		N.B. 04

No. Port  
Description of Examination and Repairs (if any) Docking & Alterations

When held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and all repairs in the body of the report, should be briefly summarised at the end of the report. State also the nature of any letters respecting this case.

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 not accepted, also whether any damage report was made, and, if so, by whom?  No.

Personally go inside each Main Boiler separately and make a thorough examination at this time?  No.

Do Donkey Boilers?  No.

State for what reasons? Boilers not due for Survey.

Why the Boilers could not be thus thoroughly examined?

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?

Examine the Safety Valves of the Main Boiler?  To what pressure were they afterwards adjusted under steam?

Examine the Safety Valves of Donkey Boiler?  To what pressure were they afterwards adjusted under steam?

Examine all the manholes, doors and their fastenings of the Main Boilers?  and of the Donkey Boiler?

Examine the drain plugs of the Main Boilers?  and of the Donkey Boiler?

Examine all the mountings of the Main Boilers?  and of the Donkey Boiler?

Have the propellers been drawn and examined at this time?  No. If spare propeller shaft fitted, state whether new?

Between lignum vitae of stern bush and top of after bearing of screw shaft? 3/32"

State what arrangements have been made for its completion and what remains to be done? This vessel has been purchased from Aberdeen firm, who have changed her name, and port of Registry, and carried out structural alterations, intended to fit her for the local Coal trade. She will now be engaged.

Placed in dry dock. Propeller, and fastenings of stern bush, and Sea chest examined & found in good order. The following work was done, in order to facilitate repairs to double bottom under main boiler. viz: Main boiler was cut adrift, and all pipes disconnected, and boiler jacked up 9 ins.

Line of bilge & ballast pipes, in boiler room removed. On completion of repairs, main boiler replaced & secured as before. Main steam pipes were tested, and all boiler, bilge, and ballast tank connections examined; Engines & Boiler beam under steam, and found satisfactory.

Tanks having now been formed at aft end of vessel, a new valve box placed at aft end of tunnel, with connections for filling & emptying the P.T.O.

Observations, Opinion, and Recommendation:— The machinery of this vessel, the

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 what alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,00, B.&M.S. 9,00 or L.M.C. 9,00, F.D., &c.)

is to be now, in good & efficient condition, and in my opinion to remain as classed, without fresh record of Survey.

Necessary changes in the Register Book as to name &c. as per full report.

Signature: Ridley Howell

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

Received by me, 19

FRI. 2 SEP 1904 TUES. 13 SEP 1904

as now.

Minutes

Fees applied for 19

Repair Fee (if any) 19

Received by me, 19

Signature: Ridley Howell

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

FRI. 2 SEP 1904 TUES. 13 SEP 1904

as now.

Minutes

\*Certificate to be sent to

