

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

(Received at London Office)

THUR. 1 SEP 1904

Report 29th August 1904 When handed in at Local Office 19 Port of Aberdeen
 Survey held at Aberdeen Date, First Survey 4th July Last Survey 22nd August 1904
 The Machinery of the Wood, Iron or Steel S.S. ~~Forty~~ Spray Master Lawrence
 1157 Vessel built at Sunderland By whom S. P. Austin & Son When 1891 12
 580 Engines made at " By whom J. Dickinson When 1891
 136 Boilers, when made (Main) 1891 (Donkey) 1891
 1 Owners Ellis & McHardy Port Aberdeen Voyage Coasting
 160 1/4 Surveyed Afloat in Dry Dock Aberdeen
 80 6 (State name of Dock.)

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 expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100 A1. 5.04		✠ L.M.C. 12.03.
S.S. Shl. No. 3. 1.04.		N.B. 04

No. 1 Port Aberdeen
 of Examination and Repairs (if any) Boilers & Alterations

When held, must be reported in detail and serially 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 filled in the body of the report, should be briefly summarised at the end of the report. State also the date 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. Also whether any damage report was made, and, if so, by whom? ✓

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

" Donkey " " " No.

state for what reasons? Boilers not due for Survey.

the Boilers could not be thus thoroughly examined? ✓

means, in the absence of internal examination, were adopted by the Surveyor to rely on 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? ✓

Shaft has 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"

Complete 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 can? & found in good order. The following work was done, in facilitate repairs to double bottom under main boiler. viz: Main boiler cut adrift, and all pipes disconnected, and boiler jacked up 9 ins. of bilge & ballast pipes, in boiler room removed. On completion of repairs, main boiler replaced & secured as before. Main Steam pipe tested, and all boiler, bilge, and ballast tank connections; 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.

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 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, &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 Bull report.

Fee (per Sec. 27)..... £ : /
 tion 28)..... £ : /
 Repair Fee (if any)..... £ : /
 tion 28)..... £ : /
 (if chargeable)..... £ : /

Fees applied for

19

Received by me,

19

Is required

FRI. 2 SEP 1904

TUES. 13 SEP 1904

Minute

as now.

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

Ridley Towell
 019

Lloyd's Register
 Foundation

ABN32-0070

Main steam pipes annealed & fitted
 A deep tank having been formed
 at after end of vessel by clearing
 in after part of tunnel, main
 connection had been fitted
 for same.

It is submitted that
 this vessel is eligible to
 remain as CLASSED.

[Signature]
 1901

N.B.—If this Report is copied by Copying Press, special 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.

S. S. 'Spray' ex 'Firebug'

the Deep Tank, and Aft Peak Tank, together with a non-return
 valve Suction from tunnel well. An addition Donkey pump
 4' x 3 1/4' x 5' Duplex, has been fitted in engine room. Complete with Suction
 and distribution valve boxes, and also connected to main Suction
 & delivery pipes of old Donkey pump. On completion of alterations
 the pumping arrangement was tried & found satisfactory.
 The recess at after end of shaft tunnel, now forms part of
 deep tank, and the aft end of tunnel proper is closed with a
 heavy plate, secured with Studds & nuts, with shaft passing
 through same, and made watertight on fore side, with a
 deep bulkhead stuffing box, fitted in two halves; water
 service from engine room, carried to this stuffing box, and
 to after plunger block in deep tank, for use when tank
 is empty.

[Signature]
 R. A. F. Howell

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