

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

(Received at London Office)

Date of writing Report 29. 10. 1906 When handed in at Local Office 7. 11. 1906 Port of Abbeystead **NOV. 1906**

No. in Survey held at Abbeystead Date First Survey 28. 6. 06 Last Survey 22. 10. 1906

632. on the Machinery of the Wood, Iron or Steel S.S. Chanticleer Master John Sheldon

Gross Tonnage 143.42 Net 64.98 Vessel built at Hull By whom Cook, Welton & Gemmell When 1894

Registered Horse Power 45 Engines made at Hull By whom G. D. Holmes & Co. When 1894

of Main Boilers 1 Boilers, when made (Main) 1906 (Donkey)

of Donkey Boilers 1 Owners Chant & Paddon Port Smyth Voyage Fishing

Working Pressure 160 Surveyed Afloat or in Dry Dock Abbeystead

of Donkey Boilers (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.	Year Assigned for Special Survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> LOCAL Steam Trawler S.S.		<input checked="" type="checkbox"/> L.M.C. 8.02 B.S. 4.05
S.S. No. 2-02		

First Survey No. _____ Port _____ Particulars of Examination and Repairs (if any) New boiler

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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.

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?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.

Do " Donkey " New main boiler now supplied & fitted. (See Gls First Entry)

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? 163 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? and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler?

Was screw shaft now drawn and examined? Yes Is it fitted with continuous liner? No or two liners? Yes or is it without liners?

Was shaft now changed? No If so, state reasons

Was the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

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

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

Vessel placed on slipway. Propeller removed & tail shaft drawn in, examined & found in good order; Stern bush rewooded in lower half, tail shaft refitted together with "space" propeller; all sea cock, bilge injection, & ship's side discharge valves, opened, and with their fastenings examined & found or put in good order. Engines opened up, & examined, of cylinders, pistons, slides, rods, & spindles, crank & thrust shafts, all pumps, main condenser, donkey pumps & pumping arrangement.

The following repairs due to wear & tear, now carried out, viz: Pistons drawn, bodies & rings turned up & refitted - H.P. piston rod renewed, & bushes bored to suit. I & L rods skinned up & their bushes renewed. H.P. slide & loose face renewed, L.P. slide planed up & rebbed. 3 new valves & spindles fitted & bushes bored to suit, top & end gudgeons, together with top & bottom.

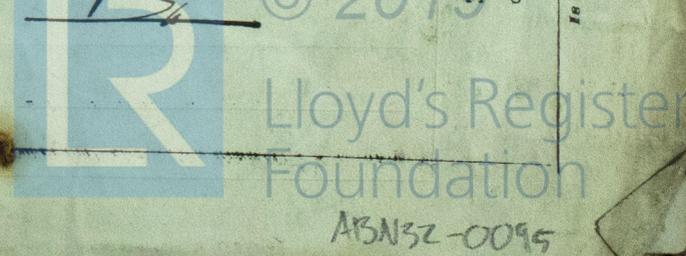
General Observations, Opinion, and Recommendation:— The machinery of this vessel, State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.05, B.&D.S. 9.05, or S.L.M.C. 9.05. is now in good & safe working condition, and in my opinion eligible to remain as classed, with record of survey + L.M.C. 10.06 and entries + N.B. 10.06 and Tail shaft seen 10.06

Survey Fee (per Section 28).....	£ 2 : 0 :	Fees applied for <u>29. 10. 1906</u>
Special Damage or Repair Fee (if any) (per Section 28.).....	£ 1 : 16 :	
Travelling Expenses (if chargeable).....	£ .. : .. :	Received by me, <u>3. 11. 1906.</u>

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

Committee's Minute TUES. NOV 13 1906

Assigned + L.M.C. 10.06
+ N.B. 10.06



bottom S.S. 'Chanticleer'

rod bolts, renewed throughout; H+IP quadrants, IP saddle block & stern eccentric sheave, and 5 eccentric straps, renewed. Crank shaft lifted & lined up fair, and Nos. 2 & 3 main bearing brasses refilled. Pumps all taken to shops & thoroughly overhauled. Air pump liner bored out, new bucket & guard fitted & rod skinned up & its bushes renewed. Circulating pump trunk turned up & its bushes renewed, Cast iron stool off foot valve renewed & new valve, Seat, guard & spindle fitted.

Condenser tubes & tubes plates removed, body cleaned, tube plates & tubes refitted, Condenser tested & found satisfactory.

Feed & Bilge pump cams turned turned up & their bushes renewed together with suction & delivery valves & seats.

Service & Feed donkeys taken to shops & thoroughly overhauled & afterwards refitted on board.

Pumping arrangement put in good working order, new suction chest fitted, and lead pipes renewed throughout.

New main Boiler supplied (See Gls list entry report)

& properly fitted on board & secured. Safety valves, and other mountings removed from old boiler & thoroughly overhauled, all valves & seats turned up & ground in & mountings refitted on new boiler, easing gear fitted to Safety valves; new valve & seat, fitted to main stop valve. New donkey check & steam valves, water gauge mountings, test & salinometer cocks, supplied & fitted.

Main Steam pipe (Solid drawn) altered to suit & annealed, tested to 320 lbs hyd. press. & afterwards refitted.

New smoke box fitted to boiler, funnel lengthened 4 ft in lower part, and connected to casing top with wide flanged ring on completion. Engines and Boiler tried under steam at moorings & found satisfactory and Safety valves adjusted to working pressure.

Stamp on new boiler

No 8338.
LLOYDS TEST.
320 lbs.
28.9.06. J.W.D.

Ridley Powell

Iron Slap Board. New for plate & what repair was.

It is submitted that this vessel is eligible for THE RECORD

H.L.M.C. 1006

H.N.B. 1006

Ind. 10
12.11.06

S. 1006

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

