

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

(Received at London Office)

FRI. DEC. 13. 1912

Writing Report

9.12.

1912 When handed in at Local Office

10.12. 1912 Port of Aberdeen

Survey held at Aberdeen

Date, First Survey 31.10.12 Last Survey

5.12. 1912

on the Machinery of the Wood, Iron or Steel S.S. "KATHLEEN"

Master S.J. Bring

(No. of Visits 15)

Gross 364.

Net 128.

Power 40

Main Boilers 1

Donkey Boilers ✓

Boiler pressure -

Boilers 190 lbs.

Donkey Boilers ✓

Vessel built at Belfast. By whom Workman, Clark & Co. When 1884 3

Engines made at Glasgow. By whom J. & J. Thomson. When 1887.

Boilers, when made (Main) 1912. (Donkey) ✓

Owners H. E. Shipyards Ltd (G. Blamie & Son Mys) Port Aberdeen Voyage Sunderland.

Surveyed Afloat in Dry Dock Hull's Slip Victoria Dock. (State name of Dock.)

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
X 100A1	11.11.	L.M.C. 6.10 B.S. 7.11.
S.P. Abn. No 3-3,00	T.S. 6.10.	
S.P. Abn. No 2-08.		

No. Port

of Examination and Repairs (if any) New boiler & M.S.

Ten held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause, and, in detail, 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 in the body of the report, should be briefly summarised at the end of the report. State also the any letters respecting this case.

Were 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 rejected.

Was a damage report made by anyone else? If so, by whom? ✓

all go inside each Main Boiler separately and make a thorough examination at this time? ✓

Donkey "

Main & Donkey boilers put ashore, and new main boiler fitted. (Report attached)

Boilers could not be thus thoroughly examined?

In the absence of internal examination, were adopted by the himself of the thorough efficiency of those parts of each Boiler?

the Safety Valves of the Main Boiler?

Yes.

To what pressure were they afterwards adjusted under steam?

90 lbs.

the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

ne all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boiler? ✓

ne the drain plugs of the Main Boilers?

, and of the Donkey Boiler? ✓

ne all the mountings of the Main Boilers?

Yes.

, and of the Donkey Boiler? ✓

been drawn and examined?

Yes.

Is it fitted with continuous liner?

No.

or two liners?

Yes.

or is it without liners?

✓

hanged? Yes. If so, state reasons body rotted, and after line slack on shaft.

I new?

Yes.

Has it a continuous liner?

No.

or two liners?

Yes.

or is it without liners?

✓

seen lignum vitae of stern bush and top of after bearing of screw shaft?

a working fit.

plete state what arrangements have been made for its completion and what remains to be done? Survey finished.

reed on slipway: propeller removed & examined, tips of all four blades found somewhat but effective: tail shaft drawn & condemned (See above) new shaft now supplied & fitted: drawn, rewooded, bored out & refitted; old propeller refitted & tail shaft made watertight in rubber ring; bolt-holes in coupling of tunnel & tail shafts ruined fair, new bolts fitted.

ile injection, ship's side discharge valves opened & their fastenings examined.

Pumped out, & cam made of cylinders, pistons, slides, rods, & spindles. Crankshaft

Collars, tunnel shafts, Condenser, (filled & tested) all pumps, donkey pumps, and

ast connections. The following repairs due to bear & year now carried out by:

Rod skinned up, and its bushes renewed; L.P. crank pin filed up & brasses refilled;

ion overhauled eyes of drag links rebushed; new valves & seals fitted to bilge pump,

the bilge discharge chest: all working parts of engines overhauled and adjusted

be fitted to engine stop valve; feed pump overhauled, new piston fitted Complete

servations, Opinion, and Recommendation:— This machinery is now in good, safe

at 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

tion required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.10, B.M.S. 9.10, or X L.M.C. 9.10,

, &c.)

condition, and in my opinion eligible to remain as classed, and to have

ord of survey + L.M.C. - + N.B. 12.12. - M.S. 12.12. and entries Boiler press: 90 lbs and

il shaft new 12.12. Particulars of Donkey boiler to be removed from the Register Book.

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2nd Nov 12 due 3.12 now held
D.T.B. removed from vessel
new hub fitted & tested.

Severn Shipyards

This vessel is eligible for
WHIIS RECORD
+ N.B. 12.12 (1)
I.S.B. 90lbs 3/8".
G.S. 4.4 H.S. 1/330

N.S. 12.12.

DELETE D.B.
pressure

S.H.
14.12.12

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

complete. S.S. "KATHLEEN"

and rings of other piston renewed: new valve spindles fitted & working parts generally overhauled & adjusted; general service donkey put ashore & condemned, and a new duplex pump $6'' \times 4'' \times 6''$ supplied & fitted; pipe connections altered to suit, and pumping arrangement throughout, put in good working order. Main & donkey boilers disconnected & put ashore & donkey boiler finally dispensed with, and its seat, feed donkey & sea cocks removed.

New Main boiler (first entry report attached) placed on board, complete with new smokebox & funnel: boiler tools cleaned and recoated & new deck & side cocks fitted: new stokehold floor laid, ventilators & gratings repaired & refitted; boiler covered. The following mountings removed from old boiler, thoroughly overhauled & refitted on new boiler viz: Safety valves, main & auxiliary steam stop valves, main check & surface blow down valves; and the following entirely renewed viz: donkey check & main blowdown valves: water gauge fittings & pipes & salinometer cock. Main steam pipe altered to suit, annealed, tested by hydro press to 240 lbs afterwards refitted: feed, blow down & auxiliary steam & exhaust pipes altered to suit, annealed, and refitted. On completion of repairs engines & boiler examined under steam & found satisfactory, and safety valves adjusted to 90 lbs working pressure, for which pressure, the shipling is suitable.

Ridley Yowell.

THE SURVIVORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation