

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

WED. 25 APR 1894

(Received at London Office)

Date of writing Report 24<sup>th</sup> April 1894 When handed in at Local Office 24<sup>th</sup> April 1894 Port of Belfast  
No. in Survey held at Belfast Date, First Survey 28<sup>th</sup> Mar. Last Survey 21<sup>st</sup> April 1894  
g. Book. 105 on the Machinery of the Wood, Iron or Steel Sc. Sr. De Bay Master Palmer  
Gross 1664 Vessel built at Newcastle By whom Palmer When 1881 Boilers, when made (Main) 1881 (Donkey) 1881  
Net 1083 Engines made at " Owners De Bay S.S. Co. Ltd Port Belfast Voyage Hamburg  
Registered 160 If Surveyed Afloat or in Dry Dock Alexandra Dry Dock  
orse Power 2 (State name of Dock.)  
of Main Boilers 80  
eam Pressure—  
n Main Boilers  
n Donkey Boiler

ast Survey No. Port  
Particulars of Examination and Repairs (if any)  
Periodical Surveys, when held, must be reported in detail and seriatim 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.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100416.92 S.S. Low No 2-89		B.S. 7.92 + LmC 1.90

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes  
Do. " Donkey " " " Yes  
If this was not done, state for what reasons?  
Did what parts of the Boilers could not be thus thoroughly examined?  
Did 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  
What pressure were they afterwards adjusted under steam? Not seen under steam  
Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes  
What pressure were they afterwards adjusted? Not seen under steam  
If the Survey is not complete state what arrangements have been made for its completion? Vessel proceeds to Hamburg where it is intended to have the survey completed. The Owners & the Hamburg Surveyors have been notified of the requirements.

The cylinders & pistons now examined. EP. slide & face good. A new N.P. slide has been fitted & the face made true.  
Lead & bilge pump plungers & the air pump rod turned up true & new neck & gland bushes fitted. Air & circulating pumps & all pump valves overhauled.  
Crank & tunnel shafting & bearings good. The crank shaft lifted for readjustment of the bearings; the journals & pins are considerably corroded on the surface but are in safe working condition. N.P. eccentric refitted to the shaft & a liner fitted in the strap.  
The condenser examined; wooden ferrules renewed in three rows of tubes. A new circulating suction pipe fitted. All sea valves & cocks overhauled.  
The tail shaft drawn & found in fairly good condition; & the lower half of wood in the stern bush renewed. (over)

General Observations, Opinion, and Recommendation:—  
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey; thus, for example, B.S. 2, 22, B.&M.S. 2, 22 or L.M.C. 2, 22, as the case may be.)  
The machinery is now in good order & in my opinion the vessel will be eligible for the record + LmC 4.94 when the safety valves of main & donkey boilers have been adjusted under steam

Fees applied for  
Survey Fee (per Section 27) £ : :  
Special Damage Fee (per Section 28) £ 4 : 10 : 0  
Travelling Expenses (if chargeable) £ : 6 : 0  
Total £ 10 : 16 : 0  
Received by me A. L. Jones  
at Belfast 18  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.  
Committee's Minute  
Assigned  
FRI 27 APR 1894  
TUES. 5 JUN 1894  
TUES. 13 NOV 1894  
Lloyd's Register Foundation  
BE63-0244



The main boilers examined & found good, but some local pitting & corrosion has commenced in the steam space both on the circumferential plating & on the adjacent part of the front end plates, in way of the uptake. The actual reduction of thickness in the plating is not great. It was recommended that these parts should be cement-washed inside & carefully protected outside. About twenty small tubes found worn have been renewed. The safety valves & stop-valves are in good order.

The shell plating of the vertical double boilers is considerably pitted inside at the front part but is in safe condition. New vertical stays have now been fitted as the old ones were reduced by corrosion. The lowest cross tube in the furnace removed & the holes closed with riveted patches. A thin protective patch riveted over a slight crack in one of the cross bars. A corroded part cut away at the lower part of the fire box & a riveted patch fitted.

The repairs are on account of wear & tear.

To complete the survey the safety valves of main & double boilers require to be adjusted under steam.

A. L. Jones