

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

(Received at London Office)

WED 4 SEP 1895

of writing Report *2nd Sept 1895* When handed in at Local Office *2nd Sept 1895* Port of *Belfast*
in Survey held at *Belfast* Date, First Survey *8th Aug* Last Survey *27th Aug 1895*
Book. (No. of Visits) *Eight*

on the Machinery of the *Wood, Iron or Steel* Ser. *Stn County Berry* Master
Gross *1897* Vessel built at *Sunderland* By whom *S. P. Austin & Son* When *1889-11*
Net *1168* Engines made at *Sunderland* When *1889* Boilers, when made (Main) *1889 (Donkey) 1889*
Registered Power *168* Owners *County Steam Ship Co Ltd Port Belfast* Voyage *S. America*
Main Boilers *2* If Surveyed Afloat or in Dry Dock *Hamilton Dry NK* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Donkey Boilers *1*
Main Boilers *100*
Donkey Boilers *81*

CHARACTERICAL for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned for Special Survey.	Machinery and Boiler Survey (including date of N.B., if any).
<i>+100 A1, 2, 92</i>		<i>+ LME 11.89</i>

st Survey No. *Port*
Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and acrimin in the terms of the Rules. State clearly 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 the details in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *Yes*

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? *Yes*

Were any repairs done, state for what reasons? *None*

What parts of the Boilers could not be thus thoroughly examined? *None*

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? *None*

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes*

What pressure were they afterwards adjusted under steam? *None*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*

What pressure were they afterwards adjusted? *None*

If the Survey is not complete state what arrangements have been made for its completion? *Safety valves to be adjusted Dundee Surveyor advised.*

Special Survey No 1.
Examined cylinders & slide valves. Pistons overhauled & put in order.
N.P. piston-valve worn, liners now bored out true & new packing rings fitted.
Condenser tubes all drawn, cleaned & refitted with new wooden ferrules, & condenser found tight on being tested. Air, circulating, feed & bilge pumps valves overhauled, new valves fitted in circulating pump.
Crank shafts found much pitted & grooved in journals & pins, removed to shop & all journals & pins skinned true in the lathe. Circumferential laws found in N & S.P. crank pins, & a steel bolt three inches diam as been fitted through each of these pins. Thrust shaft found good & new white metal fitted in the horse shoes. White metal has also been fitted in the main bearings which were of brass only. Tunnel shafting examined. Tail shaft drawn & found good, but propeller appears to have been working loose. A spare propeller has been fitted & a new Key. The stern bush was drawn & rewooded. p.t.o.

General Observations, Opinion, and Recommendation:—
(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. 491, B.M.S. 491 or S.L.M.C. 491, 140 lb., F.D., &c.)

This vessel's machinery is now in good condition & in my opinion renders the vessel eligible for the notification + LME 8.95 when the safety valves of main & donkey boilers have been adjusted; & subject to the furnace flues of main boilers & the N & S.P. crank pins being again examined within six months.

For Registration Fee (per Sec. 27) *£ 4. 10. 0*
By Fee (per Section 28) *£ 4. 10. 0*
Total *£ 8. 10. 0*
Less 10% *£ 0. 8. 0*
Net *£ 8. 0. 0*

Fees applied for *2nd Sept 1895*
Received by me, *A. H. Jones*
FRI. 20 SEP 1895

Committee's Minute
Signed *Deferred*



All of the furnace fires (four) were found partially collapsed. They are ritted fires & have been set up as far as has been found practicable but considerable distortion remains amounting at the worst parts to about $\frac{3}{4}$ " difference in maximum & minimum diameters. In the port furnace of the starboard boiler two circumferential cracks about five & three inches long have been drilled out & stopped with screwed plugs. The boilers are otherwise in good condition. The safety valves were taken apart & put in order.

The donkey boiler is in good order. The safety valves & seats have been faced true in the lathe.

In dry dock the sea valves & cocks were overhauled & put in order.

The repairs are on account of wear & tear.

To complete the survey the safety valves of main & donkey boilers require to be adjusted under steam to their respective working pressures. The Dundee Surveyor has been advised of this.

The furnaces should in my opinion be again examined say within six months & if then found satisfactory the limit might be removed. The N. & S. P. crank pins should also be examined then. The Owners have been advised of this as per attached copy.

A. L. Jones