

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

(Received at London Office)

MUN 31 OCT 1898

Date of writing Report 29.10.98 When handed in at Local Office 24.10.98 Port of Barrow in Furness  
 No. in Survey held at Workington Date, First Survey \_\_\_\_\_ Last Survey 3<sup>rd</sup> Oct 1898  
 on the Machinery of the Wood, Iron Steel SS Ruddick Master \_\_\_\_\_  
 Vessel built at Workington By whom R Williamson & Sons When 1898 YEAR. MONTH. 10  
 Engines made at Glasgow When 1898 Boilers, when made (Main) (Donkey)  
 Owners Aberdeen Newby & Co Port Aberdeen Voyage \_\_\_\_\_  
 If Surveyed Afloat or in Dry Dock Before Launching (State name of Dock.)  
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* for Special Survey. Date of last Survey and of Periodical Surveys.		

Particulars of Examination and Repairs (if any) Propeller and Sea connections + 100 ft Contemplated  
 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 details 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.

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?  
 Do. " Donkey " " " "  
 If not done, state for what reasons?  
 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? To what pressure were they afterwards adjusted under steam?  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?  
 Was the propeller shaft drawn and examined at this time? If spare propeller shaft fitted, state whether new?  
 What is the distance between lignum vite of stern bush and top of after bearing of screw shaft?  
 If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Before Launching:- all sea connections and fastenings of same, screw shaft and Propeller (both being fitted in place) were examined and found good

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. 9,97, B.&M.S. 9,97 or L.M.C. 9,97, 140 lb., F.D., &c.)

Fees applied for 22. 11. 98 Fee to be collected in Glasgow  
 Received by me, 24. 11. 98 Wm. J. ... Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.  
 One Barrow FRI. 25 NOV 1898



Insert Character of Ship and Machinery precisely as in the Register Book

\*Certificate to be sent to