

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

No. 4261.

Date of writing Report *2nd Jan. 1905* When handed in at Local Office *-2 JAN 1905* (Received at London Office *JAN. 3 JAN 1905*)

No. in Reg. Book *644* Survey held at **BARRY.** Port of **BARRY.**

on the Machinery of the *Wood, Iron or Steel* *SS. Greenwich.* Date of First Survey *22nd Decr.* Last Survey *31st Decr. 1904.*

Tonnage { Gross *2938.* Net *1863.* Vessel built at *Stockton* By whom *Repairs & Son* Master *Leah.*

Registered Horse Power *256.* Engines made at *"* By whom *Blair & Co. Ltd.* When *1899-2*

No. of Main Boilers *2.* Boilers, when made (Main) *1899.* (Donkey) *1899* When *"*

No. of Donkey Boilers *1.* Owners *Matts, Watts & Co. (Marine)* Voyage *Howe Hoag*

Steam Pressure in Main Boilers *160 lbs.* If Surveyed Afloat or in Dry Dock *Barry graving & afloat.*

in Donkey Boilers *90 lbs.* (State name of Dock.)

Last Survey No. *"* Port *Repairs & B.S.*

Particulars of Examination and Repairs (if any) *Repairs & B.S.*

(Periodical Surveys, when held, must be reported in detail and serially 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.)

In damage cases 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? *Yes* also whether any damage report was made, and, if so, by whom? *Yes*

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? *"*

And what parts of the Boilers could not be thus thoroughly examined? *"*

Also 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? *yes.* To what pressure were they afterwards adjusted under steam? *90 lbs.*

Has the propeller shaft been drawn and examined at this time? *yes.* If spare propeller shaft fitted, state whether new? *New shaft fitted.*

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

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *yes*, and of the Donkey Boiler? *yes*

Did the Surveyor examine the drain plugs of the Main Boilers? *yes.*, and of the Donkey Boiler? *none.*

Did the Surveyor examine all the mountings of the Main Boilers? *yes.*, and of the Donkey Boiler? *yes.*

Repairs :- Vessel placed in dry dock
Sail shaft drawn, new Sail shaft fitted.
Propeller, fastenings & Sea-Cock openings in good order.
See Cardiff report NO 25043. SEE LIMITATION LIST.

BS :- Exam'd Main boilers & their safety valves, found in good order, 2 Collision Chocks & 1 stay nut renewed.
Ex'd Donkey Boiler & its safety valves, found in good order, all plain tubes renewed.
Main & Donkey safety valves adjusted as above.

General Observations, Opinion, and Recommendation :- The Machinery as now (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. 9,00, B.M.S. 9,00 or S.L.M.C. 9,00, 140 lb., F.D., &c.)

Clear is in good & safe-working order, eligible in our opinion to remain as classed & have fresh records of Sail shaft renewed 12.04 & BS 12.04. And the lunch taken off Sail shaft.

or Registration Fee (per Sec. 37) *£ 2:0:0*

by Fee (per Section 38) *£ 1:16:0*

al Damage Fee (per Section 38) *£*

elling Expenses (if chargeable) *£*

if Certificate is required *£*

Committee's Minute *note on time*

igned *BS 12.04*

FRI. 6 JAN 1905

Received by me, *J. Macmillan* Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

W. J. Darling

Lloyd's Register Foundation

New Screw shaft fitted, stern
brack rewooded.

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.

It is submitted that
this vessel is eligible for
THE RECORD. BS 12.04.

JSM
3.1.05

NS 12.04

Expensive limit

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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