

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

(Received at London Office.

JUL 18 1910

BARRY

Date of writing Report 15th July 1910 When handed in at Local Office 16th July 1910 Port of **BARRY**
 No. in Reg. Book. Survey held at **Barry** Date, First Survey 25th June Last Survey 13th July 1910
 1548. on the Machinery of the **Wood, Iron or Steel** **S.S. Speedwell** Master **Ledra**
 Tonnage { Gross 974 Vessel built at **Blyth** By whom **Hagson & Soulsby** When 1880-6
 Net 579 Engines made at **Stirling** By whom **A. E. Mac E. Co.** When 1893
 Registered { 99 Boilers, when made (Main) 1893 (Donkey) 1893
 Horse Power {
 No. of Main Boilers 1 Owners **E. Hancock & Co** Port **Palmouth** Voyage **1893-1910**
 No. of Donkey Boilers 1
 Steam Pressure in Main Boilers 160 lbs If Surveyed Afloat **and** in Dry Dock **Graving**
 in Donkey Boilers 100 lbs
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) **See p. 135**

(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. Not required** Was a damage report made by anyone else? If so, by whom? **See p. 135**

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

Do. " Donkey " " " " " " "

If this was not done, state for what reasons? **Yes**

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

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? **Yes**

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

To what pressure were they afterwards adjusted under steam? **160 lbs**

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

To what pressure were they afterwards adjusted under steam? **100 lbs**

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? **Yes**

Did the Surveyor examine all the mountings of the Main Boilers? **Yes**

, and of the Donkey Boiler? **Yes**

Has screw shaft now been drawn and examined? **Yes**

Is it fitted with continuous liner? **Yes**

or two liners? **Yes**

or is it without liners? **Yes**

Has shaft now been changed? **Yes** If so, state reasons **Yes**

Is the shaft now fitted new? **Yes**

Has it a continuous liner? **Yes**

or two liners? **Yes**

or is it without liners? **Yes**

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? **Re-wooded**

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

Damage stated to have been caused through grounding at St. Inals; and striking submerged wreckage.

Iron Done:- Screw placed in dry dock; HP cylinder fired out, new piston and rings fitted complete. Piston shoes re-metalled. Propeller shaft examined. Liners cut back, and stem bush re-wooded.

B.S.:- Main boiler, mountings and safety valves examined. Front plate in way of bottom of lower furnace found cracked and rivets partially drawn through. Front plate repaired by oxy-acetylene process. On completion of repairs boiler hydraulically tested and found tight. Safety valves adjusted as above.

N.D.B.:- A new donkey boiler (see Middlesex Report 8-6233) has now been fitted and satisfactorily stayed. Old mountings removed from disused boiler and fitted to new boiler with the exception of safety valve chest, valve and seat.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel is in good condition, eligible in my opinion to remain as classed with records of propeller shaft last seen 7-10; B.S. 7-10; and N.D.B. 1910.

Survey Fee (per Section 28) **£ 18: 0**

Special Damage or Repair Fee (if any) **£ 1: 18: 0**

Travelling Expenses (if chargeable) **£ :**

Fees applied for

16 JUL 1910

Received by me,

8-10-10

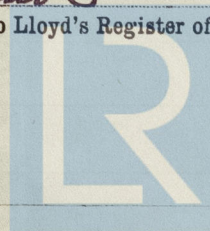
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

TUES. 19 JUL 1910

Assigned

B.S. 7-10
which is in good condition
N.D.B. 10



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

Is a Certificate required? If so, to be sent to

BS due 4.10 - worked. Lower part plate of
main boiler repaired by key-seal welding process.
New Donkey 14 fitted.

Due to damage screws on the
1200 lb. boiler, new screws fitted.

It is submitted that
this vessel is eligible for
THE RECORD. BS 7.10.0

AD 12 10
It is submitted that
this vessel is eligible to
remain as CEASED.

without special
electricals

RM

187/10
BS 7.10.0
S.7.10

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

SS 'Speedwell'

two list, and one salinometer cocks which were fitted new. All
mounting examined and found to be according to Rule.
Safety valve adjusted as above, and tested for accumulation
and found to be in order.

Gloofomun

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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