

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

Date of writing Report 14th November 1904 When handed in at Local Office NOV 15 1904 Port of Cardiff
No. in Reg. Book. Survey held at Cardiff Date, First Survey 17th Oct. Last Survey 5th Nov 1904
199 on the Machinery of the Wood, Iron or Steel S.S. "Neptune" Master Henderson
Tonnage Gross 3366 Vessel built at Newcastle By whom C. S. Swan & Hunter Ltd. When 1896 - 7
Net 2178 Engines made at do. By whom H. P. Marine Co. (Lime) When 1896
Registered Horse Power 289 Boilers, when made (Main) 1896 (Donkey) 1896
No. of Main Boilers 2 Owners (Harris & Dixon Ltd. Mgrs) Port London Voyage Hong Kong
No. of Donkey Boilers 1 Steam Pressure 160 lb in Main Boilers 160 lb
in Donkey Boilers 80 lb If Surveyed Afloat or in Dry Dock Mercantile Pontoon Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port Particulars of Examination and Repairs (if any) Damage
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? See copy attached.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Do. " Donkey " " " 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? 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? Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boiler? Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boiler? Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler? Has the propeller shaft been drawn and examined at this time? Yes If spare propeller shaft fitted, state whether new? Yes. New. State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Re-lined.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? To complete the survey it is proposed to fit a new half condenser, & a new stern bush on the vessel's return to the Tyne at the first convenient opportunity. Damage stated due to heavy weather on the 2nd & 3rd Oct 04. Examined propeller, stern bush, sea connections & their fastenings, screw shaft cracked at top of cone & this keyseat, now removed Mark. H.A.S. 1349. 22.4.04. All cylinders, pistons, valves, pumps, condenser, crank, thrust & tunnel shafting examined, & the following repairs effected - viz. H.P. piston rod removed & the M.P. piston rod tried up. Crown brasses of H.P. & M.P. crank pin bearings reinstalled. One bilge pump valve box removed. One circulating pump valve seat removed, holding down bolts overhauled. (M.P. piston rings removed. 1 fed pump ram removed, H.P. piston valve chamber bored out & new rings fitted, 2 new piston rings fitted to H.P. piston, & all removed in M.P. piston; all on account of wear & tear.) The stern bush is cracked, a new one has been placed on board to be fitted at the next dry docking. The rib at the back of the condenser is broken at the pump bracket, temporary repairs have been effected & a new 1/2 condenser is to be fitted at the 1st convenient opportunity.

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. 200, B. & M.S. 200, or L.M.C. 200, 140 lb., F.D., &c.) This vessel's machinery is now in inefficient working condition & will be eligible to have a fresh record of 1/2 M.C. M.S. 11.04 when the new stern bush, & half condenser have been fitted as proposed.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for NOV 15 1904
Survey Fee (per Section 28) £ 3 16 : 19
Special Damage or Repair Fee (if any) £ 4 4 : 27.12.04
(per Section 28).
Travelling Expenses (if chargeable) £ : : Received by me, 24.12.04
Patrick J. Adie
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Due to Damage. New Survey Sheet fitted & minor repair done.

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.

It is submitted that this
pressed H.L.L.B. eligible for
the record

H.L.M.C.M.S. 11-04 where
a new half conductor & new
new land have been placed

18.11.04
18.11.04

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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