

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

(Received at London Office

FRI, 6 JUN 1902

Survey held at Dublin Date, First Survey 30 Apr Last Survey 4<sup>th</sup> June 1902  
on the Machinery of the Wood, Iron or Steel Twin Sc Barge "Honey" Master Donkey  
Vessel built at Dublin By whom Rep. Walpole When 1892 4  
Engines made at Donkey By whom Donkey When 1892  
Boilers, when made (Main) 1892 (Donkey) Donkey  
Owners A. Gump & Co Ltd Port Dublin Voyage Under work  
If Surveyed Afloat or in Dry Dock both  
(State name of Dock) No. 1 Patent Ship

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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

Particulars of Examination and Repairs (if any) S.S. No 3

Surveys, when held, must be reported in detail and verification in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and any damage in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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 not.

also whether any damage report was made, and, if so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? did not go inside, but a good examination made

not done, state for what reasons? Space under the Main door too small

parts of the Boilers could not be thus thoroughly examined? Small part of the bottom of Chamber plates

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? Boiler was taken down, had examination inside & good inspection through the door

Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 92 lb per sq in

Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 70 lb per sq in

Propeller shaft been drawn and examined at this time? yes If spare propeller shaft fitted, state whether new? no

Distance between lignum vitae of stern bush and top of after bearing of screw shaft? Revised

Is not complete state what arrangements have been made for its completion and what remains to be done? Complete

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

Surveyor examine the drain plugs of the Main Boilers? none and of the Donkey Boiler? yes

Surveyor examine all the mountings of the Main Boilers? yes and of the Donkey Boiler? yes

Barge was put on No 1 slip, the propellers taken off, the shafts examined in the tube, the cocks opened. The Cylinders, Piston, Slide valves, crank shaft, spur wheels, etc & Ejector opened & all carefully examined. The piping, valves &c have been examined. The Boiler has been examined & tested by hydraulic pressure & the Safety Valve tested under steam. Repairs due to wear & tear.

Boiler having been removed to Repairs yard was carefully examined in accordance with the instructions conveyed in Survey Letter E of 5<sup>th</sup> June 1901 - when slight signs of bulging between the stays in the back Chamber plate was noticed. To prevent further yielding additional screwed stays have been inserted in the positions shown on the accompanying drawing. The tube plates also showed signs of yielding towards the back & 6 additional rods have been put through where marked. These rods were inserted through spigotted upon the tubes not being removed. As in previously reported. Similar boiler two views have been cut near the back end of shell sketch of position & of these stoppers enclosed P.T.O.

Observations, Opinion, and Recommendation:—

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, E.S. 2.00, B.&M.S. 2.00 or L.M.C. 2.00, 40 lb., E.D., &c.)

The requirements of the Rules for this survey having been fully complied with & the Boiler & Machinery of this barge now placed in a good & efficient condition is in my opinion to obtain the Record of B.T.M.S. 6.02 in the Register Book.

Registration Fee (per Sec. 97) £ 2.10  
per Section 98) £ 2.10  
to Fee (per Section 98) £ 2.10  
expenses (if chargeable) £ 2.10

Fees applied for 5/6/1902  
Received by me, John Macmillan  
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Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Signature is required

TUES. 10 JUN 1902

Committee's Minute

See minute on F.C. report



Lloyd's Register Foundation

DUB92-0087



Hydraulic pressure to 150 lbs was applied on the 9th April in repairs  
+ no leak or important yielding noticeable. Safety valves take morning  
opened up examined & repaired whenever required & the safety valves tested  
under steam on board, on the 4th inst to 92 for 100 lbs pressure.  
The Starboard screw shaft being found bent near the outer end  
has been examined whilst hot & being sound was straightened & replaced  
The trap lining was renewed - Note - This bending of these shafts is not  
an unusual occurrence & is probably caused by grounding on the shallows  
or fouling at the quays & bridges. The Copper Steam Pipe has been taken  
off & annealed & tested in the Brewery to 200 lbs pressure on the  
12th May.

Macmillan

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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.

