

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

(Received at London Office)

TUE APR 9 - 1912

Date of writing Report 5th April 1912 When handed in at Local Office 19 Port of Dublin
No. in Reg. Book. 1337 Survey held at Dublin Date, First Survey 22nd Feb Last Survey 2nd Apr 1912
on the Machinery of the Wood, Iron or Steel S.S. Slaney Master —
Tonnage Gross 58 Net 39 Vessel built at Dublin By whom Rop & Walpole When 1892
Registered Horse Power 6 Engines made at — By whom — When —
No. of Main Boilers 1 Boiler, when made (Main) New Boiler now fitted. (Donkey)
No. of Donkey Boilers 1 Owners A Gummep Son & Co Port Dublin Voyage River Only
Steam Pressure in Main Boilers 100 lb If Surveyed Afloat or in Dry Dock both No 1 Slip
in Donkey Boilers — (State name of Dock.)

Last Report No. 3026 Port Dublin

Particulars of Examination and Repairs (if any)

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

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

CHARACTER. Date of last Survey and of Periodical Surveys.	Years elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
A- Barge for River purposes only 2-11 S.S. Dub Nos-6-02.		MS 12-09 BS-2-11.
" " No2-08		

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? ✓ Was a damage report made by anyone else? If so, by whom? ✓

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Not ex^d internally

Do. " Donkey " " " " "

If this was not done, state for what reasons? found badly wasted when removed ashore. New Spare Boiler put

And what parts of the Boilers could not be thus thoroughly examined? into barge - New Boiler Dub Report 2610.

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? new

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 102 for 100 lb

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? yes , 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? yes , and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? yes one they Is it fitted with continuous liners? yes or two liners? or is it without liners?

Has shaft now been changed? No If so, state reasons.

Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Brackets rebushed with lignum vitae

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

Whilst this Barge was on the above named slip the sea cocks were examined. The screw shafts were drawn & examined the port one being bent it was flamed & fitted with a new outer length of 3 ft. Engine opened up & examined including cylinders, slide valves, pistons, C & Sth shafts. Ejector & Injection repaired & both tested. The Helical Spur wheel on the crank shaft has been bored out & bushed the shaft turned for same & the wheel re-keyed on. Some minor engine repairs. Boiler when removed ashore was discovered to be badly corroded away on the bottom at the Centre Cor Seam - The Spare Boiler as above noted has been fitted with safety valves tested as above noted. Engine re tried under steam with satisfactory results.

General Observations, Opinion, and Recommendation:— The Machinery of this Barge is now in a good & efficient condition and eligible in my opinion to obtain the fresh Notations of B & M.S. 4-12 - & of + N.B. 4-12 also tail shafts seen 4-12 - in the Register Book - The entry in the S.R. list to be stopped.

Survey Fee (per Section 28) £ 2 : 0 : 0 Fees applied for 5/4/1912
Special Damage or Repair Fee (if any) £ : :
Expenses (if chargeable) on Ship Report Received by me, 50.5.1912
FRI. APR. 12. 1912

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

Committee's Minute
Assigned

B & M.S. 4-12
+ N.B. 09 fitted 12

MACHINERY CERTIFICATE
WRITTEN
3/6/12



DVB90-0170

Ad 40.3 due 6.11-7 Now held on
Ref due 2.12 Machinery

New boiler fitted. — Minor
repairs effected

It is submitted that

this vessel is eligible for

B & M S 4.12

+ NB 4.07 fitted '12.

148 G.S.B. H.S. 395

— 100 lbs.

(3)

9.4.12

S.4.12

Boiler
Previous
Boiler
Records

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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