

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

(Received at London Office)

MON. MAR. 16. 1914

of writing Report 14th Mar 1914 When handed in at Local Office 19 Port of Dublin
 in Survey held at Dublin Date, First Survey 13th Jan Last Survey 7th Mar 1914
 on the Machinery of the Wood, Iron or Steel S.S. "Bray Head" Master Bull (No. of Visits 12)
 Gross 3077 Vessel built at Newcastle By whom C. S. Swan & Hunter When 1894 3.
 Net 1984 Engines made at W. Harlepool By whom Cen Marine Eng Works When 1894
 Registered 264 Boilers, when made (Main) 1894 (Donkey) 1894
 Main Boilers 2 Owners Water S.S. Co Ltd G. Heyn from Lymington Port Belfast Voyage Montreal
 Donkey Boilers 1 If Surveyed Afloat or in Dry Dock both Graving Dock
 Pressure in Boilers 170 lb (State name of Dock.)
 Donkey Boilers 80 lb

Survey No. 3266 Port Dublin + 3221 DubParticulars of Examination and Repairs (if any) S.S. No 2 + amens

Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on being detailed 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.

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? Copy enclosed also whether any damage report was made, and, if so, by whom? not aware

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? not submitted

" Donkey " " " yes

not done, state for what reasons?

parts of the Boilers could not be thus thoroughly examined?

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?

Surveyor examine the Safety Valves of the Main Boiler? No

To what pressure were they afterwards adjusted under steam? to do

Surveyor examine the Safety Valves of Donkey Boiler? yes

To what pressure were they afterwards adjusted under steam? to do

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓

, and of the Donkey Boiler? yes

Surveyor examine the drain plugs of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

Surveyor examine all the mountings of the Main Boilers? ✓

, and of the Donkey Boiler? yes

Shaft now been drawn and examined? yes

Is it fitted with continuous liner? yes

or two liners?

or is it without liners?

now been changed? yes

If so, state reasons

Loose liner has been removed revealing waste under it.

now fitted new? No

Has it a continuous liner? No

or two liners? yes

or is it without liners?

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

is not complete state what arrangements have been made for its completion and what remains to be done? Main Boilers Fall & Babes to adjust

S.S. No 2. Whilst the vessel was in the above named Graving or Dry Dock the Propeller

bush. Sea connections & their fastenings were examined. The spare stern shaft now fitted

been examined in the latter & the Coupling Flange faced, its liner is in 3 lengths with

about 1 1/2" between them, these are closed up with India Rubber strips secured over & counters.

Cylinders, pistons, slide valves, crank & tunnel shafts & pumps examined. The Condenser

been examined & tested. The arrangement of Cocks, pipes &c examined. The Donkey Boiler

been examined internally & externally also its mountings & Safety valves. Condition good.

due to Damage, now done. Stern Tube bored out in place & a new Stern Bush Fitted.

to Glasgow Damage - 2 Bronze Propeller Blades fitted & a new tail shaft is in hands - a new

Piston rod is also ordered - and a new H.P. Slide Valve & Cylinder face. It is submitted

that several renewals may be left to the Owners first convenience. Copy of a letter

to Owners attached.

1 Observations, Opinion, and Recommendation:— The Machinery of this vessel

early 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. 0,05, B.A.S. 0,05, or L.M.C. 0,05,

as far as seen, is in a good & efficient condition & eligible in my opinion

remain as classed, & to obtain the Notation of L.M.C. with appropriate date

in the Main Boilers are examined & all Safety valves adjusted under Steam

present entries in S.R. list to be discontinued. The notation of Tail shaft seen 3-14 is recommended

Section 28) £ 5 : 0 : 0

Fees applied for

14/3/1914

or Repair Fee (if any)

£ 2 : 10 :

Section 28.)

Expenses (if chargeable)

£ 10 : 0 : 0

Received by me,

24/3/14

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

tee's Minute TUE MAR. 24. 1914

FRI. MAY. 8 - 1914

+ L.M.C. No 3. 14

without special order



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DUB04-0201

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

Quail 1803 due 4.14 how held
re held, to arrangement made for
completion of B.S. Repair was of B.S.

It is submitted that

this vessel is eligible for

THE RECORD. + L.M.C. MS 3.17.

S. 3.14. without - no traction

It is submitted that this

vessel WILL BE eligible for

the record. + L.M.C. 3.17.

when the WBS have been
man & all rules agreed.

J.P.S.

18.3.14

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