

Report of Survey for Repairs, &c., of Engines and Boilers. No. 3351

(Received at London Office) MON. MAR. 16. 1914

Date of writing Report 14<sup>th</sup> Mar 1914 When handed in at Local Office 19 Port of Dublin  
 in Survey held at Dublin Date, First Survey 13<sup>th</sup> Jan Last Survey 7<sup>th</sup> Mar 1914  
 on the Machinery of the Wood, Iron or Steel S.S. "Bray Head" (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. Hurlepool By whom Cen Marine Eng Works When 1894  
 Main Boilers 2 Boilers, when made (Main) 1894 (Donkey) 1894  
 Donkey Boilers 1 Owners Water S.S. Co Ltd G. Heyn from the Port Belfast Voyage Montreal  
 Pressure in Boilers 170 lb If Surveyed Afloat or in Dry Dock both Graving Dock  
 Key Boilers 81 lb (State name of Dock.)

Survey No. 3266 Port Dublin + 3221 Dub  
 Particulars of Examination and Repairs (if any) S.S. No 2 + repairs

CHARACTER * for Special Survey, Date of last Survey and of Periodical Surveys	Years Assumed expired	Machinery and Boiler Surveys (Including date of N.B., if any).
+100 A1 1-13		+L.M.C
S.S. Dub. No 3-4.06		M.S. 2.11.
S.S. Ndb - No 1-11		B.S. 3.18
		73.1.13

Special Surveys, when held, must be reported in detail and seriatim 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  
 If 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?  
 Has it now been changed? yes If so, state reasons Loose liner has been removed revealing waste under it.  
 Has 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  
 If not complete state what arrangements have been made for its completion and what remains to be done? Main Boilers & all valves 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  
has been examined in the Lather & the Coupling Slunge faced, its liner is in 3 lengths with  
about 1 1/2" between them, these are closed up with India Rubber strips secured over & coated.  
Cylinders, pistons, slide valves, crank & tunnel shafts & pumps examined. The Condenser  
has been examined & tested. The arrangement of Cocks, pipes &c examined. The Donkey Boiler  
has 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 hand - 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.

Observations, Opinion, and Recommendation:— The Machinery of this vessel  
as far as seen, is in a good & efficient condition & eligible in my opinion  
to remain as claped, & to obtain the Notation of L.M.C. with appropriate date  
when 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 : Received by me, MacWilliam  
 Expenses (if chargeable) £ 14/3/1914 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUE. MAR. 24. 1914 FRI. MAY. 8. 1914  
+ L.M.C. No 3. 14  
without spl and in



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

As a Certificate required by law, to be sent to

DUB04-0201

Quoted 1807 June 4. 14 how held  
re held, to arrangement made for  
completion of B.S. Repair was of order

It is submitted that  
this vessel is eligible for  
THE RECORD. + L.M.C. MS 3. 17.

S. 3. 14. Without restriction

It is submitted that this  
vessel WILL BE eligible for  
the record. + L.M.C. 3. 17.  
when the HBS have been  
made & all rules agreed.

*[Handwritten signature]*

18. 3. 14

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