

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

(Received at London Office WLU 3 JAN 1906)

Date of writing Report 2<sup>nd</sup> Jan 1906 When handed in at Local Office — 19 — Port of Dundee

No. in Reg. Book. 242 Survey held at Dundee Date, First Survey 25<sup>th</sup> Oct Last Survey 28<sup>th</sup> Dec 1905

on the Machinery of the ~~Wood, Iron or Steel~~ Sc. Electra Master V. F. Sparks - 02

Tonnage { Gross 1219 Vessel built at Glasgow By whom R. Napier & Sons When 1885 - 1  
Net 656 Engines made at Glasgow By whom R. Napier & Sons When 1885  
Horse Power 220 Boilers, when made (Main) 1885 (Donkey) 1902  
No. of Main Boilers 2 Owners Eastern Telegraph Co. Ltd Port London Voyage London  
No. of Donkey Boilers 1 # Surveyed Afloat or in Dry Dock Dry Dock  
Steam Pressure in Main Boilers 90 (State name of Dock.)  
in Donkey Boilers 85

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 now or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A1 LON</u>	<u>10.02</u>	<u>L.M.C. 1.02</u>
<u>55 LON N° 3 - 1296</u>		<u>BS 8.04</u>
<u>55 LON N° 1 02</u>		<u>N.B. 12.02</u>

Last Survey No. — Port — (S.S. N° 24)

Particulars of Examination and Repairs (if any) New Main Boilers

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

Do. " Donkey " " " yes

If this was not done, state for what reasons? New Main Boilers now fitted see

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? no To what pressure were they afterwards adjusted under steam? 92 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 88 lbs

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? no , and of the Donkey Boiler? yes

Did the Surveyor examine the drain plugs of the Main Boilers? no , and of the Donkey Boiler? yes

Did the Surveyor examine all the mountings of the Main Boilers? no , and of the Donkey Boiler? yes

Has the propeller shaft been drawn and examined at this time? yes If spare propeller shaft fitted, state whether new? New shaft fitted

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? New wood fitted in stern bush

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

Vessel placed in dry dock, propeller shaft drawn in; examined propeller shaft and sea-cock & valves and all found or put in good condition

Examined all cylinders, pistons, slide valves, pumps, condenser, crank, thrust, and tunnel shafting, holding down bolts, discharge chests, bilge suction and details and all found or put in good condition

Donkey boiler removed from vessel: donkey boiler examined inside and outside also mountings of same and all found in good condition

Two new main boilers, the particulars of which are given on have now been satisfactorily fitted and secured on board.

Safety valves of main and donkey boilers adjusted under steam as above: Engines and boilers examined under steam and found satisfactory. Main steam and feed pipes tested by hydraulic to 190 lbs and found satisfactory

The following repairs have now been carried out on account of wear

General Observations, Opinion, and Recommendation:— The machinery of this vessel is (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. 900, B.&M.S. 900, or L.M.C. 900, 140 lb., F.D., &c.)

now in a good and safe working condition and eligible in my opinion to remain as classed and to have the notations of L.M.C. 12.05, NB-12.05, and the main boiler pressure entered at 90 lbs as done in the case of the S.S. "Recorder" No 169 in the Register Book

Office or Registration Fee (per Sec. 27) £

Survey Fee (per Section 28) £ 3 10 0

Special Damage or Repair Fee (if any) (per Section 28) £ 7 0

Travelling Expenses (if chargeable) £ 3 3 0

Fees applied for 2<sup>nd</sup> Jan 1906

Received by me, Wm Morrison

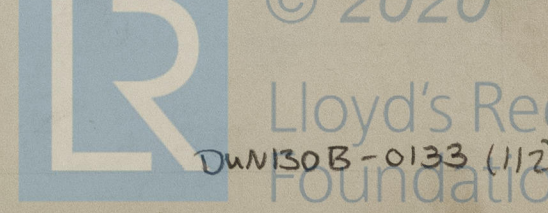
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required

Committee's Minute FRL 5 JAN 1906

Assigned + L.P. 12.05

+ N.B. 12.05





Port of

Sunder

Continuation of Report No. 7119 dated 2<sup>nd</sup> Jan 06. on the

## S.S. Electra (Machinery)

Wear & Tear :- A fracture being found in the propeller shaft at the fore end of the aft liner, a new propeller shaft (stamped No 1650 see Lith forging report No 1530) has now been satisfactorily fitted: New cast iron propeller fitted: wood in stern bush renewed: The circulating pump being found defective, a centrifugal circulating pump has now been fitted in lieu of same: Condenser tubes removed, 2 fractures in condenser efficiently patched: forward condenser door renewed: condenser tubes cleaned and a number of new condenser tubes fitted: New H.P. piston with rings &c complete, fitted: New false face fitted H.P. cylinder: H.P. & L.P. piston rods and valve spindles shimmed up in lathe and new bushes fitted in glands: New white metal fitted in bottom end bushes: shafting tested for fairness at thrust coupling and found satisfactory: Steering engine, also cable lifting engine and gear overhauled: a number of suction pipes renewed: All steam pipes which, windless &c, removed annealed and tested by hydraulic and repaired where necessary: condenser tested with water and found satisfactory: all donkey pumps overhauled and put in good condition and a number of minor repairs satisfactorily carried out.

The Owners wish the main boiler pressure to be increased to 90 lbs as done in the case of the S.S. "Recorder" No 169 in the Register Book In view of this the safety valves have been adjusted as stated.

A spare steel tail and shaft stamped No 289 A.F.C (see Sunderland forging report No 289 A) has now been placed on board.

The Electric light cables throughout this vessel have now been renewed the dynamo overhauled; dynamo armatures and field magnets re-wound and all switch boards and fuse boxes renewed. A report on the Electric Light will be forwarded as soon as it has been returned by the Electrician to whom it has been sent for signature.

A small refrigerating installation, on Hall, Carbonic Anhydride and brine system, the chamber of 250 cubic ft capacity being insulated with silicate cotton, has been fitted for ship's stores.

The W. Hartlepool Report No 12735 on the new main boilers is forwarded herewith

Wm Morrison

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

N.B.-If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much lamped as to spread the ink, or to cause it to show through to the other side.

It is submitted that

the vessel is eligible for

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