

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

(Received at London Office THUR. 21 NOV 1907)

Date of writing Report 20/11/07 When handed in at Local Office 19 Port of Dundee

No. in Book 1873-4 Survey held at Dundee Date, First Survey 27th June Last Survey 20th Nov 1907

89 on the Machinery of the Wood, Iron & Steel S.S. PERT ex "Plover" Master Thos Hudson

Age 171 Gross 171 Net 61 Vessel built at Bowling By whom Scott & Co When 1892-8

Engines made at Glasgow By whom Ross & Duncan When 1892-

Boilers, when made (Main) 1907 (Donkey) none

Owners R. Rix & Sons Port London Voyage Coasting

of Donkey Boilers ✓ Owners R. Rix & Sons Port London Voyage Coasting

of Main Boilers 120 ✓ Surveyed Afloat or in Dry Dock West Day Dock

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

CHARACTER.	Years Assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A1</u>		<u>LMC</u>
<u>Contemplated</u>		<u>Contemplated</u>

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

Periodical Surveys, when held, must be reported in detail and seriatim 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.

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, New Main Boiler

Do. " Donkey " " " none

Why this was not done, state for what reasons? New Main Boiler see West Hartlepool Report No 13353

What parts of the Boilers could not be thus thoroughly examined? ✓

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? (Shaft Valve Ring P.V. = 1/4" : S.V. = 1/4")

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 123 lbs

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? no, 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 Is it fitted with continuous liner? ✓ or two liners? yes or is it without liners? ✓

Has shaft now been changed? yes If so, state reasons Shaft fractured aft end aft liner

Is the shaft now fitted new? yes Has it a continuous liner? no or two liners? yes or is it without liners? ✓

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, sea cocks & valves, propeller shaft, stern tube & bush: found a circumferential fracture at aft end of aft liner in propeller shaft: Reason? that a new propeller shaft be fitted

Examined all cylinders pistons, slide valves, pumps, condenser, discharge chests, holding down bolts, crank thrust, intermediate & tail shafts, boiler mountings & details and all either found or put in good condition. Safety valves of Main boiler adjusted & engines and boiler examined under steam and found satisfactory: Boiler staying examined & found good.

A new main boiler (see Hpl Rpt No 13353 forwarded herewith) has now been satisfactorily fitted on board, mountings of same examined & found good: a new tail shaft fitted (see Lth Frigging Report No 1906): new wood fitted in stern bush: new piston & rod fitted circulating pump: Bilge suction pipes overhauled and partly renewed & minor repairs, all on account of wear & tear: The old boiler mountings have been fitted to the new boiler.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is now in a good and safe working condition and eligible in my opinion to have the notations of LMC-11.07; NB-11.07, New tail end shaft 11.07 in the Register Book.

Survey Fee (per Section 28) £ 2 10 0 Fees applied for 20 Nov 1907

Special Damage or Repair Fee (if any) (per Section 28.) £ 5 0

Travelling Expenses (if chargeable) £ 2 5 0

Received by me, Wm Morrison Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI. 22 NOV 1907

Assigned + L.M.C. 11.07
+ N.B. 11.07

Reclassification

New shaft renewed
two main boiler fitted
Engines exam'd
minor repairs effected.

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.

It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 11.07
+ N.B. 11.07

I.S.B.
120 cb W.P.
2.7.7
788 # H.S.
29 # 9.S.

JHC
21-11-07

N.S. 11.07



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