

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

(Received at London Office **TUES. 22 MAR 1904**)

Date of writing Report **28th Jan 1904** When handed in at Local Office **10** Port of **Falmouth**

No. in Reg. Book **171** Survey held at **Falmouth** Date, First Survey **27th Oct 1904** Last Survey **21st Jan 1904**

on the Machinery of the **Wood, Iron or Steel** **S.S. "Deerhound"** Master **H. Roberts**

Gross Tonnage **420** Net Tonnage **218** Vessel built at **London** By whom **Fossitt & Sons** When **1882-10**

Registered Horse Power **70** Engines made at **Walsley** By whom **R. H. Pearson & Co** When **1882**

No. of Main Boilers **1** Boilers, when made (Main) **1904** (Donkey) **None Fitted**

No. of Donkey Boilers **None** Owners **Foy & Co 2/1 S. S. Co Ltd** Port **Fowey** Voyage **Coasting**

Working Pressure in Main Boilers **80 lbs** If Surveyed Afloat or in Dry Dock **Afloat and in dry dock** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) **Special Survey No. 2**

| CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys. | Year Assigned or expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|--|---------------------------|--|
| + 100 A1 | 7.01 | + LMC 7.98 |
| | | BS 3.03 |
| <i>S.S. Co. No 3-10-94</i> | | |
| <i>S.S. Feb 1st - 98</i> | | |

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details 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.

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. a new boiler fitted**

Do. " " Donkey " " " **The old boiler taken out of the hull.**

Why was this not done, state for what reasons?

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? **Yes** To what pressure were they afterwards adjusted under steam? **85 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? **None Fitted**, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? **Yes**, and of the Donkey Boiler?

Has the propeller shaft been drawn and examined at this time? **Yes** If spare propeller shaft fitted, state whether new? **a new shaft has been fitted**

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? **1 1/16 inch**

If the Survey is not complete state what arrangements have been made for the completion and what remains to be done? **This Survey is completed.**

Examination of Engines and Boiler in accordance with the requirements of the Rules for Special Survey No. 2, for Iron Ships. The H.P. and L.P. Cylinders, Pistons and Slide Valves good, The Air Circulating, Fuel, Bilge, and Donkey Engine Pumps good, Surface Condenser Doors removed good, The Crank, Main and Thrust Bearings, and Shafting good, Propeller and Stern Bush good, The Bilge Injection Valve, Sluice Valves on Bulkheads, Water Tight Doors, all Bilge Suction Pipes and Pipes, also the fastenings and Pipes of the sea connections good.

Now Done, a new Packing Ring, Brass Tongue Piece and new Springs fitted to the H.P. Piston, new Springs fitted to the L.P. Piston, a new H.P. Slide Rod fitted the Rest Ring and gland bored out, a brass strip fitted to the side of the L.P. Slide Valve, also one fitted to the side of _____

General Observations, Opinion, and Recommendation:— **The Machinery and Boiler** (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.)

As far as could be seen all in a good and efficient condition and all in my opinion eligible to remain as classed with the notation of **+ NB 1.04**, **+ LMC 1.04** made in the Register Book.

| | £ | Fees applied for |
|--|---------------|------------------------------------|
| Registration Fee (per Sec. 27) | | 15-3-1904 |
| Survey Fee (per Section 28) | 2 10 0 | R.H.B. |
| Special Damage or Repair Fee (if any) (per Section 28) | 2 5 0 | 2-5-0 |
| Working Expenses (if chargeable) | | Received by me, R.H. Cooper |
| | | 17-3-1904 |

Is Certificate required? **Yes**

Committee's Minute **THUR. 31 MAR 1904**

Signed **+ LMC 1.04**
+ NB 1.04

TUES. 31 MAY 1904
TUES. 19 JUL 1904

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



Insert Character of Ship and Machinery precisely as in the Register Book. *Certificate to be sent to this office.

Port of Falmouth Continuation of Report No. dated 28th Jan 7/1904 on the

S.S. "Duchound",

removed, refitted and used again, a new Spindle fitted to the main Injection Valve and one new Stud fitted to the Cover of same,

No. 1. Winch a new Key fitted to the Pinion Wheel and the Bearings adjusted,

No. 2. Winch Two New Cylinders fitted, new Spring Rings fitted to the Pistons, and Bearings adjusted,

The Old Boiler taken out of the Vessel, and a new one fitted, see Report attached, The Safety Valves well set at 85 lbs pressure lifting freely with no accumulation,

The Old Donkey Boiler has been removed from the Vessel, and the Owner informed me that he does not intend to place another one on board,

The above Repairs were Recommended by me,

R.H.B.

P.S.—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 Cylinder Face and a new Spring fitted at the back of the Valve, The H.P. Piston Rod made parallel a new Rest Ring fitted and the Gland rebushed, The L.P. Piston Rod cut and a new Top End welded on, the neck ring and gland bored out and new Top End brasses fitted, Four new Bottom End Bolts and Nuts fitted, the Thrust and intermediate ^{shafts} have been cut and new pieces welded on, the new Thrust Collars have been made deeper and the Shafts under the Collars all now the size required by the Rules, the Thrust Block bored out and new and deeper brass Collars have been fitted, the Bearing on the intermediate Shaft is a little in excess of the Rule requirements and the after Bearing has been bored out, to fit it, a new Tail Shaft has been made and fitted, the Rest Ring and Stem Gland bored out, the Stem Bush relined withignum vitae, one Blade of the Propeller repaired with part new, 12 new Holding Down Bolts fitted to the Bed-plate, 12 new Bolts fitted to the Cylinder Columns and 24 refitted, a new Rod fitted to the Air Pump, the neck ring, head Valve and Gland bored out, Circulating Pump Rod made Parallel a new Rest Ring and Gland rebushed, the Feed and Bilge Pump Plungers made parallel new Rest rings fitted and the Glands rebushed, The Feed Pump Valve Box bored out and a new Delivery Valve and seating fitted, the escape Valve seating fixed up and a new Valve fitted, Three new Tubes fitted to the Surface Condenser and a brass patch fitted on the port side and after end of same, the Bilge Pump Suction Valve Box on the starboard side of Condenser renewed, the Donkey delivery Valve Box on starboard side of ship had four new Covers, Valves, and Spindles fitted, One Valve fixed up in Donkey Suction Valve Box and all the Studs renewed in the Covers, A Shut Iron Patch fitted on the Port forward Cylinder Column for the Reversing Gear Stop, the forward Thrice Valve seating fixed up and a new Valve fitted, the after one refitted, a new Spindle fitted to the Bilge Injection Valve one new Rose fitted on the starboard side of the fore Hold, the Bilge Suction Pipes to the Fore Peak and Fore Hold repaired with part new, a new main Bilge Pump air-charger Valve and seating fitted on the Ships side and the Discharge Pipe was repaired with part new, The main Water Service Pipes in the E.C. and Tunnel renewed and repaired where necessary, 10 new Coupling Bolts fitted, a new Stop Valve fitted on the Boiler for the Donkey Engine, All the Covers and Valves on the Engines and Boiler have been refitted, the Mountings on the old Boiler have been

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



New main br. fitted. D. br. removed from vessel.
New screw shaft fitted. 4 minor repairs done to
Engines.

It is submitted that
this vessel is eligible for
THE RECORD

FLM.C.1.04

ENB.1.04

Press: Bolt.

ms
29.3.04

As how you should be asked
to state reason for removal
of screw shaft

ms
29.3.04



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