

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

(Received at London Office SAT. 8 JUL 1899)

Date of writing Report 28th June 99 When handed in at Local Office 18 Port of Glasgow
 No. in Reg. Book 107 Survey held at Glasgow Date, First Survey 10 June Last Survey 27 June 1899
107 on the Machinery of the Wood, Iron or Steel S.S. ADDINGTON Master
 Tonnage { Gross 1613 Net 1006 Vessel built at Newcastle By whom Edwards Sons & Co When 1883 YEAR. MONTH. 12
 Registered Horse Power 167 Engines made at Stodon When 1883 Boilers, when made (Main) 1883 (Donkey) 1883
 No. of Main Boilers 2 Owners J. B. Harland & Co Port W. Hartlepool Voyage
 No. of Donkey Boilers 1
 Steam Pressure in Main Boilers 80 lbs If Surveyed Afloat in Dry Dock Iron Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers 40 lbs.

Last Survey No. PortParticulars of Examination and Repairs (if any) B. S. & Donkey

(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.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

If this was not done, state for what reasons?

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?

To what pressure were they afterwards adjusted under steam? 83 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam? 40 lbs

Has the propeller shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Bush retimedIf the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Main Boilers examined internally & externally & found to be in good condition, with the exception of furnaces, which are pitted along the line of fire bars. Test holes have been drilled in both furnaces of the Starboard Boiler. The port furnace was found to be $\frac{3}{16}$ thick in places & in my opinion the crown plate of this furnace should be renewed within six months from this date. The test holes drilled in the starboard furnace of this boiler showed a thickness of $\frac{7}{16}$. The Safety Valves have been examined & afterwards adjusted under steam to the above stated pressure.

Donkey Boiler examined internally & externally & found to be considerably deteriorated. Test holes drilled in the front part of the shell showed a thickness of $\frac{1}{4}$. In my opinion this boiler should not be worked.

General Observations, Opinion, and Recommendation:—The machinery of this vessel.

(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. 9, 97, B.M.S. 9, 97 or L.M.C. 9, 97, 140 lb., F.D., &c.)

so far as seen, is in good order & in my opinion eligible to remain as classed with fresh record B.S. 6. 99 subject to the crown plate of the port furnace of the starboard boiler being renewed within six months from this date.

Office or Registration Fee (per Sec. 27) £ 2
 Survey Fee per Section 28 £ 2
 Special Damage Fee (per Section 28) £ 1 16
 Travelling Expenses (if chargeable) £ 1 16

Fees applied for

7/7 1899

1899

Received by me

1899

State if Certificate is required

TUES. 11 JUL 1899

Committee's Minute

Assigned B.S. 6. 99 subject

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



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at a higher pressure than 40 pounds per square inch.
Donkey Boiler Safety Valves examined & afterwards
adjusted to the above stated pressure & found to be in
good order.

Propeller shaft examined & found to be in
good condition. The lower part of the stern bush
has been rewooded. Fastenings of propeller
afterwards examined.

Fastenings of sea connections examined &
found to be in good order. The blow down cock has
been rejoined to the ship's side.

Two letters enclosed regarding working pressure
of Donkey Boiler.

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

— B. S. Annual —

Screw shaft examined & Allen's bush renewed.

It is submitted that
this vessel is eligible for

THE RECORD. 10. 8. 6. 99. subject to

the crown plate of the port

curved of the sternward

main boiler being

renewed before the

end of December 1899.

Alteration of pressure

in donkey boiler

to be noted

17/10/99



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