

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

(Received at London Office.)

No. 980 Date of Writing Report Aug 25th 1890 Port of London
 Reg. Book. Survey held at London Date, first Survey August 15th Last Survey August 25th 1890
980 on the Machinery of the S.P. County Down Master Shaw No. of Visits 4
 Tonnage Gross 2210 Net 1595^{1/2} Vessel built at Belfast By whom Woolman & Co When 1890 YEAR. MONTH.
 Registered Horse Power 160 Engines made at Glasgow When 1890 Boilers, when made (Main) 1890 (Donkey) 1890
 No. of Main Boilers 2 Owners County S.P. Co Ltd Port Belfast Voyage
 Steam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock Millwall (State name of Dock.)
 in Donkey Boiler Class of Vessel & Machinery
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) + 100A1-4-90
+ LMC4-90

Last Survey No. 36833 Port Liv

Particulars of Examination and Repairs (if any)
 (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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?
 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?

Tunnel shafting found to have worn down considerably, especially in nos 2 & 3 bearings from forward, the former bearing was found to be worn down about 7/8" & the latter about 3/4". The shaft working in no 2 bearing was so much scored that owners have fitted a new one. The two bearings nos 2 & 3 have been renewed & the whole of the bearings in tunnel without exception have been taken down & run up with white metal & the bearing parts of shafts filed up. Sea connections & propeller fastenings run

This vessel sails for Whitehaven where the following parts of Engines, which have been found defective & have been temporarily repaired, are to be renewed: For ^a stern guide shoe, Pump lever rocking shaft, Fuel pump valve chest, Bilge pump valve chest, cap on pump lever rocking shaft bearing at fore end.

Surveyors at Barrow have been advised

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or *L.M.C. 1/89, as the case may be.)

This vessel's machinery is now in a safe working condition, & she is eligible in my opinion to remain as classed subject to the above repairs being executed before leaving the United Kingdom.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

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

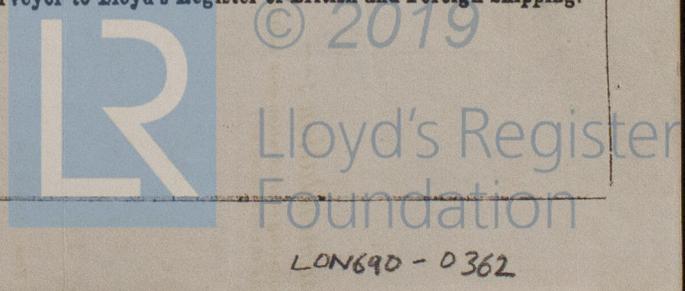
Committee's Minute

Assigned

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

T. S. S. Form No. 9—Transfer Ink—5000, 9/12/89. * Certificates to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

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



It is submitted that this vessel is eligible
to remain as classed, subject to the temporary
repairs, which are mentioned in this
report being renewed when the
vessel is at Barrow.

(note) This report should be
forwarded to the
surveyors at Barrow
for their guidance

N.A.

26.8.20



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