

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

No. *980* Date of Writing Report *Aug 25<sup>th</sup> 1890* Port of *London*  
 Reg. Book. Survey held at *London* Date, first Survey *August 15<sup>th</sup>* Last Survey *August 25<sup>th</sup> 1890*  
*980* on the Machinery of the *S.S. County Down* Master *Shaw* No. of Visits *4*  
 Tonnage Gross *2210* Net *1595 1/2* Vessel built at *Belfast* By whom *Woolman Black & 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.S. Co Ltd* Port *Belfast* Voyage  
 Steam Pressure in Main Boilers *160* If Surveyed Afloat or in Dry Dock *Whirlwall*  
 in Donkey Boiler *✓* (State name of Dock.) 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 no 2 & 3 bearings from forward, the former bearing was found to be worn down about  $\frac{1}{8}$ " & the latter about  $\frac{3}{4}$ ". The shaft working in no 2 bearing was so much scored that owners have fitted a new one. The two bearings no 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 2<sup>nd</sup> stern guide shoe, Pump lever rocking shaft, Feed 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 Gibson*  
 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. Form No. 9—Transfer Ink—6000, 9/12/89. \* Certificate 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



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LON690-0362



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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