

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

(Received at London Office.)

TUES 28 OCT 1890

No. *100* Date of Writing Report *27. 10. 90* 18 *90* Port of *London & Dunkirk*
No. in Reg. Book *100* Survey held at *London & Dunkirk* Date, first Survey *Oct 1* Last Survey *Oct. 19 1890*
on the Machinery of the *S. S. "De Bay"* Master *Palmer Co.* No. of Visits *10*
Tonnage Gross *1083* Net *1083* Vessel built at *Newcastle.* By whom *Palmer Co.* When *1881* Boilers, when made (Main) *1881* (Donkey)
Registered Horse Power *160* Engines made at *do* When *1881* Boilers, when made (Main) *1881* (Donkey)
No. of Main Boilers *2* Owners *Woodside & Co.* Port *Belfast* Voyage
Steam Pressure in Main Boilers *80 lbs.* ☒ Surveyed Afloat ☐ in Dry Dock
in Donkey Boiler (State name of Dock.)
Class of Vessel & Machinery *100 A1*
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) *-1-L.M.C. 1.90.*

Last Survey No. *588/5* Port *Bel* S.S. No. *2-89 Lond.*

Particulars of Examination and Repairs (if any) *Thrust Shaft. (Limit)*
(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?

Thrust shaft examined, a longitudinal flaw about 12 ins. long extending into the collars & traversing shaft to other side & very open, was found. (The tunnel shafting lined up.)
Recommended a new shaft to be fitted. The owners propose fitting the new shaft in Dunkirk for which port the vessel has now left.

In Dunkirk.

A new thrust shaft in two lengths has now been fitted & the shafting lined up from tail shaft coupling to fore end of crank shaft. One feed pump rod found to be much corroded & the other had thread stripped at bottom end these have been renewed. A. P. slide examd. & found in good condition. A covering plate now fitted to shell of boiler to joint drain cock, & a leaky stay in comb. chr. of middle furnace in Port boiler made good. The middle furnace crown was found to be deflected at after end of furnace beyond a riveted patch about 24" x 20" & several stays through crown of furnace to angle iron ring found to be leaking & plate bulged at that part. Recommended: an angle iron ring & stays to be fitted over deflected part & new stays in old angle iron in lieu of defective ones.

General Observations, Opinion, and Recommendation:— As far as seen this vessel appears eligible to remain as classed, subject to the re-examination of the furnaces at the end of the present voyage say in 3 months from this date.
(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.)

Office or Registration Fee (per Sec. 27) £ : :
Survey Fee (per Section 28) £ : :
Special Damage Fee (per Section 28) £ : :
*Certificate (if required) as per margin £ : :
Travelling Expenses (if chargeable) £10 : 12:

Fees applied for
3. 11 1890
received by me,
18

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

Committee's Minutes TUES 4. NOV. 1890

Assigned Remain as classed

2y fee kept subject to



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found to be plain rivets, this has been done.
 Front seam of rivets under shell of St. boiler found to
 be leaking badly, on exam: 14 bolts + nuts were found
 in lieu of rivets & on removal of 2 or 3 they were found to
 be much too small to fill the holes. Recommended: the
 holes to be pinured out & turned bolts to be fitted, which
 has been done.

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.

It is submitted that this vessel is likely to
 remain as classed, subject to the
 removal of the main boiler being
 again examined within 3
 months, and to have the
 throat shaft taken out
 if the limited test
 shows.

M.A.

3-11-90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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