

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

TUES. 2 NOV 1897

(Received at London Office.)

Date of writing Report 1 Novth 97 When handed in at Local Office Port of London

No. in Reg. Book 221 Survey held at London Date, First Survey 2 October Last Survey 28 Oct 1897

221 on the Machinery of the Wood, Iron or Steel S.S. "Whimbrel" Master R. J. Fyfe

Tonnage { Gross 649 Net 393 Vessel built at Liverpool By whom W. A. Potter & Son When 1879-4

Registered Horse Power 98 Engines made at Liverpool When 1879 Boilers, when made (Main) 1879 (Donkey) 1890

No. of Main Boilers one Owners Sollas & Son Port Cork Voyage ✓

No. of Donkey Boilers one If Surveyed Afloat or in Dry Dock Nelson

Steam Pressure—85 lbs in Main Boilers 85 lbs in Donkey Boilers 60 lbs

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years Allowed before expiry.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1-7.97		L.M.C. 10.95
S.S. Lir No 3-6.91		B.S. 10.96
S.S. Lir No 1-95		

Particulars of Examination and Repairs (if any) Damage & B.S.

(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? Yes

Do. " Donkey " " " " Yes

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? Yes At what pressure were they afterwards adjusted under steam? blow 85 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted? blow 60 lbs

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

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? ✓

Damage by grounding in Soole River on the 30 July 1897. Vessel placed in dry dock. Examined propeller, propeller shaft (drawn), Stem Bush (relined), & all sea connections & fastenings to same & found them satisfactory. Examined crank, Lunnel & Thrust shafting, condenser, Air, Circulating, Feed & Bilge Pumps & found satisfactory. Shafting relined. Examined Main Boiler externally & internally & found it in fair condition - two stays (top) in Combustion Chamber sides (connecting to shell one on each side) broken, have been renewed. Drain cock on bottom taken off & patch riveted over opening. Several seams overhauled. Boiler cleaned & sealed. Examined Safety valves & found them satisfactory. Examined Donkey Boiler externally & internally and found it in good condition. Examined safety valve & found satisfactory. P.T.O.

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. 9.95, B.&M.S. 9.95 or L.M.C. 9.95, 140 lb., F.D., &c.)

As far as seen, is now in a safe working condition & eligible, in my opinion, to have B.S. 10.97 Recorded in the Register of the Society; NOB 90 to be noted in Register Book & pressure of Donkey Boiler to be noted 60 lbs

Office or Registration Fee (per Sec. 27) £ : : Fees applied for

Survey Fee (per Section 28) £ 1 10 0 9/11 97

Special Damage Fee (per Section 28) £ 3 0

Travelling Expenses (if chargeable) £ 7 0

Received by me, Thomas Blackie Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute FRI. 12 NOV 1897

Assigned BS 10.97
NOB 90

Lloyd's Register Foundation
LON 714-0046

Screw shaft examined stern bush ulined
due to damage. Small repairs
to Main Boiler due to wear steam

N.B.—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 cause it to show through to the other side.

It is submitted that
this vessel is eligible for
THE RECORD.

B.S. 10,97

N.D. B. 90 working pressure
60 lbs to be recorded in log book

9/11/97

No 939
120 lbs
W. 8
15.9.90

Cost £
Examined Donkey Boiler under hydraulic
test at 100 lbs pressure such as found is all tight
& sound. The stop valve has been made non-return
& overhauled.
Examined Main & Donkey Boilers under steam
& adjusted safety valves & working pressures.

A New Donkey Boiler, marked as under,
has apparently been fitted on board in 1890
It is submitted that NDB 90 be
marked in Register Book and the
pressure of same be altered to
60 lbs.

W. Blackie
By Surveyor

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

