

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

(Received at London Office)

SAT. 9 APL 1898

Date of writing Report 6 April 98 When handed in at Local Office London is Port of London

No. in Reg. Book 124 Survey held at London Date, First Survey March Last Survey 7 April 1898

on the Machinery of the Wood, Iron or Steel S.S. "Deerhound" Master J. Hughes

Tonnage { Gross 443 Net 271 Vessel built at London By whom Forrest & Son When 1882-10

Registered Horse Power 70 Engines made at Glasgow When 1882 Boilers, when made (Main) 1882 (Donkey) 1882

No. of Main Boilers one Owners B. L. Foyne Port London Voyage Newport

No. of Donkey Boilers one Surveyed Afloat or in Dry Dock Touman kad

Steam Pressure in Main Boilers 70 lbs in Donkey Boilers 70 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 Assigned or expired.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>100 A1-5.97</u>		<u>100 LMC 10.94</u> <u>SS. S. 97</u>
<u>S.S. Lon 703-0.94</u>		

Last Survey No.                      Port                     

Particulars of Examination and Repairs (if any) condition

(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? No

Do. " Donkey " " " " No

If this was not done, state for what reasons? Exp. due for survey

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? No At what pressure were they afterwards adjusted under steam? How 70 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted?                     

Has the propeller shaft been drawn and examined at this time? No 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?                     

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

A bolted patch on back end of boiler at connection with shell renewed - a bolted patch fitted on bottom of front end plate

3 screw stays to combustion Chamber back plate renewed. Several rivets in side of shell renewed. Two Breast Hole doors renewed.

One top & one bottom connecting Rod top end bushes renewed.

Main Discharge Pipe repaired at Flange.

Examined Main Boiler under hydraulic test to 105 lbs per sq inch & found it tight. The pressure of Main Boiler has been reduced to 70 lbs, the safety valves have been adjusted to blow at same.

Examined Propeller Bush (down 1/8), sea connections & fastenings - Satisfactory

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 R.L.M.C. 9, 97, 140 lb., F.D., &c.)

is now in a safe working condition & eligible, in my opinion, to remain as classed, provided the Boiler Survey be held when due. The pressure of Main Boiler to be noted as 70 lbs.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	18
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	18

Received by me,                     

State if Certificate is required                     

Committee's Minute FRI. 15 APL 1898

Assigned As not subject

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

FRI 8 JUL 1898

Lloyd's Register Foundation

LON 715-0183

If so, is the Report sent now, or when will it be sent?

The Surveyors are requested not to fill in or below the space for Committee's Minute.

\*Certificate to be sent to

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

Thorough repairs to Main Boiler & the  
Boiler tested by hyd. press. & some minor  
repairs to engines. H.B. pressure reduced 10 lbs

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 admitted that  
this vessel is eligible to  
remain as (L.A. 511) subject  
to the Boiler survey being held  
when due. (15/98)  
H.B. pressure to be reduced  
70 lbs.  
12/4/98

Table with multiple columns and rows, mostly blank or containing faint text. The table is oriented vertically on the page.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register  
Foundation