

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

(Received at London Office.

1898. 13 DEC 1898

Date of writing Report 12 Dec 98 When handed in at Local Office 18 Port of London
No. in Reg. Book 536 Survey held at London Date, First Survey 11 Nov Last Survey 9 Dec 1898
on the Machinery of the Wood, Iron or Steel S. S. "Bolderaad" Master A. H. Britton
Tonnage { Gross 1555 Net 965 Vessel built at Liverpool By whom J. Loring When 1884-2
Registered Horse Power 143 Engines made at Liverpool When 1884 Boilers, when made (Main) 1884 (Donkey) 1896
No. of Main Boilers 2 Owners Paul & Shellshear Port London Voyage ✓
No. of Donkey Boilers 1 Steam Pressure—
in Main Boilers 80 lb Surveyed Afloat or in Dry Dock Nelson
in Donkey Boilers 80 lb (State name of Dock.)

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+ A1* 13.98</u>		<u>MS. 5.96</u>
<u>3rd Survey Ant 11.96</u>		<u>BS. 7.98</u>
		<u>NDB 96</u>

Last Survey No. PortParticulars of Examination and Repairs (if any) Damage

(Periodical Surveys, when held, must be reported in detail and serially 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? NoDo. " Donkey " " " NoIf this was not done, state for what reasons? Not open 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? NoTo what pressure were they afterwards adjusted under steam? Not adjustedDid the Surveyor examine the Safety Valves of Donkey Boiler? NoTo what pressure were they afterwards adjusted under steam? "Has the propeller shaft been drawn and examined at this time? YesIf spare propeller shaft fitted, state whether new? ✓State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8"If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Damage Through Grounding on the 30th October 1898
Vessel placed in Dry Dock. Examined propeller, found
2 blades very slightly bent. a new propeller fitted by owner's.
Stern Bush & all fastenings & connections examined,
bolts to blow down cock renewed. Examined propeller
shaft (drawn) & found it satisfactory.
Examined crank shaft & found it satisfactory, it
has been lifted & relined. Examined Thrust & Tunnel
shafting & found satisfactory. Thrust Block lifted, bolts
to same overhauled & renewed where necessary & all
relined. Condenser opened, all tubes drawn & cleaned
& repurified. Circulating Pump opened, chamber cleaned
out at top, Rod tried up, gland rebushed & neck
ring renewed. Donkey Engine pump springs broken, renewed.
Valve spindle to Donkey Engine renewed.

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 L.M.C. 9.97, 140 lb., F.D., &c.)

so far as seen, is now in a safe working condition & eligible, in
my opinion, to remain as classed.

Office or Registration Fee (per Sec. 27)..... £ :
Survey Fee per Section 28)..... £ :
Special Damage Fee (per Section 29)..... £ :
Travelling Expenses (if chargeable)..... £ :
Fees applied for
18
Received by me,
18

State if Certificate is required

Committee's Minute

Assigned as now

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



Lloyd's Register
Foundation

LON717-0152

Screw shaft examined
Thrust block repaired, and
slight repairs due to damage
by grounding now effected.
Propeller now renewed by Crown

It is submitted that
this vessel is eligible to
remain as CLASSED.

A.C.H.

19.12.98.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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