

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

Date of writing Report 27 Nov 99 18 99 When handed in at Local Office London is Port of London (Received at London Office WED. 20 NOV 1899)

No. in Reg. Book 818 Survey held at London Date, First Survey 6 Oct Last Survey 21 Nov 1899

on the Machinery of the Wood, Iron or Steel S.S. "Buccaneer" Master J. Tucker

Tonnage { Gross 939 Net 653 Vessel built at Kinghorn By whom J. Scott & Co YEAR. MONTH. When 1890 - 5

Registered Horse Power 182 Engines made at Kirkcaldy When 1890 Boilers, when made (Main) 1890 (Donkey) 1890

No. of Main Boilers one Owners Buccaneer & S. Co. Ltd Port London Voyage Cady

No. of Donkey Boilers one Sathan Bromage & Co Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 186 lbs Surveyed Afloat in Dry Dock W. S. Brown & Union

in Donkey Boilers 90 lbs (State name of Dock.)

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Damage

(Periodical Surveys, when held, must be reported in detail and serialim 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.)

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now or expired.	Machinery and Boiler Surveys (including date of N.R., if any).
<u>100 A1 - 6.98</u>	<u>5. Inve 7.2 - 98</u>	<u>LMC 6.98</u> <u>BS. 6.99</u>

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? 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? No To what pressure were they afterwards adjusted under steam? Not adjusted

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

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 vite of stern bush and top of after bearing of screw shaft? Stem Bush relined

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

Damage by moving in Ice on the 11<sup>th</sup> August 1899 & subsequent dates & also by grounding on the 25<sup>th</sup> August 1899 while on voyage from London to the River Tamesis.

Vessel placed in dry dock. All propeller blades found broken, a new propeller fitted. Stem Bush relined. Sea connections & fastenings examined & satisfactory. Propeller shaft tried in lathe & found satisfactory. Lines trued up & shaft fitted in new propeller, key & propeller renewed. Stem gland rebushed & neck ring renewed. All cylinders pistons, valves & faces examined & satisfactory. Ridges cut of cylinders. Piston rods tried in lathe & skimmed up, gland & same rebushed & neck rings renewed. Thrust & Tunnel shafting examined & tried in lathe & skimmed up. Thrust rings relined on back. Thrust block overhauled & bolted. Crank shaft in lathe found it bent & twisted also slack in all webs & pins. A new crank shaft fitted. Certificate appended. Twelve coupling bolts renewed. All Main Bearing Bushes, Tunnel Bushes & connecting Rod bottom

General Observations, Opinion, and Recommendation: The Machinery of this vessel, so far as seen, is now in a safe working condition and eligible, in my opinion, to remain as classed.

(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, E.&M.S. 9.97 or L.M.C. 9.97, 140 lb., F.D., &c.)

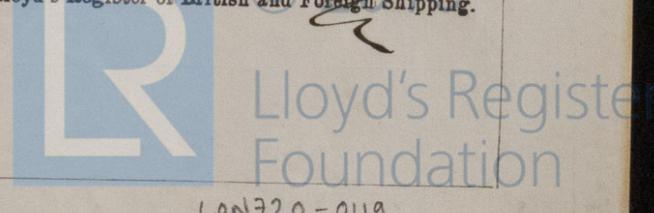
Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for
Survey Fee (per Section 28)	£ : :	<u>29/11 18 99</u>
Special Damage Fee (per Section 28)	£ <u>4 : 4 : 0</u>	Received by me,
Travelling Expenses (if chargeable)	£ <u>8 : 0</u>	<u>30.11 18 99</u>
	£ <u>3 : 16 : 0</u>	<u>SAH 112</u>

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

State if Certificate is required \_\_\_\_\_

Committee's Minute FRI. 1 DEC 1899

Assigned As now



61674 Jan.

S. S. "Buccaneer"

Continued

end bushes. He refilled with patent metal  
one top end LP bush (broken) renewed. Condenser  
examined & tubes scraped out. Air Circulating  
Seed & Bilge Pumps examined. One Bilge pump  
ram (ram fractured & stud broken) renewed. Ballast  
Donkey overhauled. Seed Donkey renewed. Main  
Boiler opened & cleaned. All shafting  
re-lined & all holding down bolts overhauled.  
One Eccentric Sheave renewed. J. W. Blackie  
Eng Surgeon

Wear Tear. One Seed pump valve & seat renewed &  
one Bilge pump valve seat renewed.

JWB

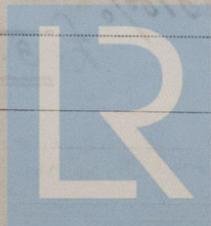
THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

on account of damage by working  
in ice & grounding :-  
Large engine repairs. Steam chest  
examined.

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 to cause it to show through to the other side.

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

C.M.  
29/1/99



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