

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 18 Port of London
 No. in Reg. Book 818 Survey held at London Date, First Survey 6 Oct Last Survey 2 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 When 1890 Boilers, when made (Main) 1890 (Donkey) 1890
 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.S. Co. Ltd. Port London Voyage Cadiz
 No. of Donkey Boilers one Sathan Bromage & Co. Port London Voyage Cadiz
 Steam Pressure in Main Boilers 186 lbs If Surveyed Afloat X in Dry Dock X W. S. & Co. & Union
 in Donkey Boilers 90 lbs (State name of Dock.)

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 surveyAnd 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? Stem Bush relinedIf 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 11th August 1899 & subsequent dates & also by grounding on the 25th August 1899 while on voyage from London to the River Teneisi.

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 tried 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 & 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, (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 and eligible, in my opinion, to remain as classed.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for
 Survey Fee (per Section 28) £ : : 29/11 18 99
 Special Damage Fee (per Section 28) £ 4 : 4 : 0
 Travelling Expenses (if chargeable) £ 3 : 16 : 0
 Received by me, 30.11.18 99
 C.A.H. 112

State if Certificate is required

Committee's Minute

Assigned

FRI. 1 DEC 1899

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



Lloyd's Register
 Foundation

LON720-0119

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

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

C.M.
29/11/99

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.

61674 Sun.

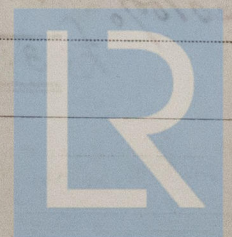
S. S. "Buccaneer"

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

Wear Tear. One Feed pump Valve & Seat renewed &
one Bilge pump Valve seat renewed.

J.H.B.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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