

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

PHL 16 OCT 1908

(Received at London Office)

Date of writing Report 14-10-1908 When handed in at Local Office 15-10-1908 Port of Newcastle On Tyne  
 No. in Survey held at Newcastle Date, First Survey June 20 Last Survey 9 Oct 1908  
 on the Machinery of the Wood, Iron or Steel S-S. Urmston Grange Master F Harris - 08  
 Gross 3423 Vessel built at Belfast By whom Workman Clark & Co When 1894-11  
 Net 2198 Engines made at D By whom D When 1894  
 Registered 327 Boilers, when made (Main) 1908 (Donkey) 1895  
 Horse Power 2 Owners Houlder Bros & Co Ltd Port Condon Voyage River Plate  
 No. of Main Boilers 1 Surveyed Afloat & in Dry Dock Hettum Dry Dock  
 No. of Donkey Boilers 180 (State name of Dock.)  
 No. of Donkey Boilers 90

Particulars of Examination and Repairs (if any) New Boilers & Dry Dock  
 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.

CHARACTER.	Years Assigned	Machinery and Boiler Surveys
For Special Survey, Date of last Survey and of Periodical Surveys.	Assigned	(including date of N.B., if any).
<u>+ 100 A1, 4-08</u>		<u>+ I.M.C. 8-07</u>
<u>Star dk</u>		
<u>S-S. Inc. No 3-8-07</u>		

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? ✓ also whether any damage report was made, and, if so, by whom? ✓

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? New boiler fitted.

Do. " Donkey " " " yes

this was not done, state for what reasons? ✓

what parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 180

the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 85 no more required

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes , and of the Donkey Boiler? yes

the Surveyor examine the drain plugs of the Main Boilers? yes , and of the Donkey Boiler? yes

the Surveyor examine all the mountings of the Main Boilers? yes , and of the Donkey Boiler? yes

screw shaft now been drawn and examined? no Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

shaft now been changed? no If so, state reasons ✓

the shaft now fitted new? no Has it a continuous liner? ✓ or two liners? ✓ or is it without liners?

to the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8

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

The sea cock & valves exam<sup>d</sup> & found satisfactory.

The H P Cylinder bored out to 24 3/16, new packing & pump ring fitted to piston.

4P & 1M piston rods skinned up & new rings & bushes fitted.

The main steam pipe annealed & tested to 400 lb.

The old boiler have been taken out & new ones fitted in a sat<sup>y</sup> manner, particulars of the new boilers are given on separate report form.

New main stop valve fitted on port boiler, the old mountings examined & refitted.

The new main boilers

The Donkey boiler exam<sup>d</sup> & put into good order about 68 Screw stays renewed.

All the Safety Valves, exam<sup>d</sup>, overhauled & tested under steam.

SEE LIMITATION LIST.

## General Observations, Opinion, and Recommendation:—

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. 9,07, B.&N.S. 9,07, or L.M.C. 9,07, 140 lb., F.D., &c.)

The Mach<sup>y</sup> is eligible in our opinion to remain as classed & to have fresh records + NB. 10.08 & BS. 10.08.

Survey Fee (per Section 28) £ 2 2 0 Fees applied for 15 OCT 1908  
 Special Damage or Repair Fee (if any) £ 1 16 0  
 Travelling Expenses (if chargeable) £ : Received by me 10/11/08

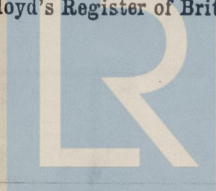
John H Heck & J. J. Findlay  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES. 20 OCT 1908

signed

+ R. B. 10.08  
D. B. 10.08

2 MACHINERY CERTIFICATE  
 WRITTEN, 17.6.09



Lloyd's Register  
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NWC875-0127

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



H.S. due 8.08. now held.

Two main boilers fitted

Douglas boiler exam.  
minor repairs effected.

It is submitted that  
this vessel is eligible for  
**THE RECORD** + N.B. 10.08.  
H.B.S. 10.08.

It is submitted that  
this vessel is eligible to  
remain as **CLASSED**.  
Without special  
restrictions.

4148 £ D.S.  
106 £ G.S.

RP. 16.10.08

ARR

16/10/08

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 to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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