

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

(Received at London Office

MAY 25 1910

Date of writing Report 24.5.10 When handed in at Local Office 24.5.10 Port of Newport Mon  
 No. in Reg. Book 755 Survey held at Newport Mon Date, First Survey 9.5 Last Survey 23.5.1910  
 on the Machinery of the Wood, Iron or Steel S.S. 'Rossetti' Master (No. of Visits 4)  
 Tonnage Gross 2080 Net 1307 Vessel built at Sunderland By whom J. L. Thompson When 1894-8  
 Registered Horse Power 220 Engines made at 8- By whom J. Dickinson When 1894  
 No. of Main Boilers 2 Boilers, when made (Main) 1894 (Donkey) 1910  
 No. of Donkey Boilers 1 Owners F. Bolton & Co Port London Voyage  
 Steam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock Alexandria D. D.  
 in Donkey Boilers 100 (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking N. D. B.

(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.)

In 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? Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " " " " " "

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

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?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam? 100 lbs.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined?

Is it fitted with continuous liner?

or two liners?

or is it without liners?

Has shaft now been changed? If so, state reasons

Is the shaft now fitted new?

Has it a continuous liner?

or two liners?

or is it without liners?

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.

Vessel dry docked, propeller & fastenings of sea connections examined. Sea works examined; two blow down cocks refitted to new ship side plating in way, with outside brass rings.

Old donkey boiler removed from vessel; new donkey boiler fitted in place complete with new mountings & piping; safety valves adjusted under steam as above.

H.P. cylinder liner now renewed 2 1/2" dia; H.P. cyl. cover studs all renewed. Donkey boiler feed pump renewed; ballast donkey repaired where fractured through standard.

H.P. piston (Buckley) renewed, piston rod skinned & rebushed. Half L.P. bottom end brass unmetalled.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is now

\* 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. 2,08, B.&M.S. 2,08, or L.M.C. 2,08, 140 lb., F.D., &c.)

eligible to remain as classed with record of N.D.B. 1910

Survey Fee (per Section 28) £

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable) £

Fees applied for

10

Received by me,

10

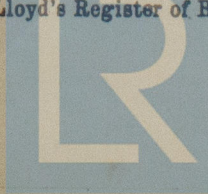
Committee's Minute

Assigned

FRI. 21 MAY 1910

NDB 10

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



Lloyd's Register Foundation

W1076-0029



N.B.—If this Report is copied by Geyting Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or so scarce it to show through to the other side.

It is submitted that  
this vessel is eligible for  
THE RECORD, NDB 10.  
10076.

Note drawn of H.P.  
Cylinder 54 1/2

J.W.D.  
28/7/10



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Lloyd's Register  
Foundation

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Rpt.

Date

No.  
Reg.

78

Maste

Boiler

Own

GRAPHIC A

Com

Ass