

No. 7093.

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

(Received at London Office) TUE. JUN. 11. 1912

Date of writing Report 7<sup>th</sup> June 1912 When handed in at Local Office Belfast Port of Belfast

No. in Reg. Book 406 Survey held at Belfast Date First Survey May 3 Last Survey 6 June 1912

on the Machinery of the Wood Iron or Steel P.S.S. Graphic Master A. McGill

Tonnage Gross 2022 Vessel built at Belfast By whom Hawland & Wolff When 1906

Net 444 Engines made at Belfast By whom Hawland & Wolff When 1906

Registered Horse Power 788 Boilers, when made (Main) 1906 Port Belfast Voyage Coasting

No. of Main Boilers 2 Owners Belfast S.S. Coy Hamilton

No. of aux Boilers 1 Surveyed Afloat in Dry Dock (State name of Dock.)

Steam Pressure in Main Boilers 200 lbs

in Donkey Boilers 200

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey.	Yearly Assessed	Machinery and Boiler Surveys
Date of last Survey and of Periodical Surveys.	now expired	(including date of N.B., if any).

Last Report No. \_\_\_\_\_ Port Belfast

Particulars of Examination and Repairs (if any) Blissing

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? Yes

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

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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 200

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

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

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

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? Yes or two liners? Yes or is it without liners? Yes

Has shaft now been changed? Yes If so, state reasons White Metal or is it without liners? Yes

Is the shaft now fitted new? White Metal Has it a continuous liner? Yes or two liners? Yes or is it without liners? Yes

State the distance between white metal of stern bush and top of after bearing of screw shaft? to

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

This vessel's machinery (which is duplicate of the sister vessel "Loreis" see Belfast Report No. 7082) has been submitted by the owners for survey for Classification, and is of Hawland & Wolff's high class design and workmanship throughout. No expense appears to have been spared in its building and upkeep.

For details see First Coasting Reports attached. The following has now been done: - All cylinders, pistons, slide valves, pumps, condensers, sea-cocks, discharge valves, crank, thrust, stern bushing, propellers & lifting arrangements for main steam pipes tested in place by hydraulic to 430 lbs per sq. inch; condensers tested by water. The main and auxiliary boilers

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, boilers, working pressures, &c.; thus, for example, S.S. 9, 10, E.&H.S. 9, 10, or S.L.M.C. 9, 10, any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, S.S. 9, 10, E.&H.S. 9, 10, or S.L.M.C. 9, 10, 140 lb. F.D., &c.) is in my opinion, is in safe working condition, and eligible for Classification, with record L.M.C. 5, 12, provided the propeller shafts be drawn in for examination in May 1913

Survey Fee (per Section 28) Included in Ship Fee, as per Special arrangement

Special Damage or Repair Fee (if any) \_\_\_\_\_

Travelling Expenses (if chargeable) \_\_\_\_\_

Fees applied for 6-6-12

Received by me, \_\_\_\_\_

Committee's Minute \_\_\_\_\_

Assigned \_\_\_\_\_

FRI. JUN. 14. 1912

L.M.C. 6. 12

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



Lloyd's Register Foundation

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

In a Certificate required? If so, to be sent to \_\_\_\_\_

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were found in very good order with the exception of the lower landings of each of the two main boilers on the furnaces back tube plates. These back tube landings — as in the sister vessel "Herzog" — were found cracked in way of the rivet holes, and the plates between the rivets and the lower rows of tubes are somewhat bulged, more especially in the after star furnace of Port main boiler.

These landings have been repaired by the one-piece process, and re-riveted to the furnaces, and two extra bar stays have been fitted in way of the deformations in each back tube plate, also several stay tubes renewed. The two main boilers were tested by hydraulic to 250 lbs per sq. in. on completion of the repairs, and six Port wing screws & stays in Port boiler which broke during the testing were renewed.

While the general condition of these boilers is very good, having regard to the above mentioned local deformation of the back tube plates, it was considered advisable to reduce the steam pressure from 215 lbs to 200 lbs per sq. in.

With regard to the propeller shafts, which were not drawn in for examination, the visible parts were found satisfactory, and as the diameter is over the Rule requirements, it is respectfully recommended that — as in the case of the sister vessel "Herzog" — the owners request to defer the drawing of them until May 1913, be granted.  
(See note on Secretary's Classing Letter 21<sup>st</sup> May 1912.)



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