

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

(Received at London Office

WED. 28 OCT 1908

Date of writing Report 21/10/1908 When handed in at Local Office 21/10/1908 Port of Glasgow

No. in Survey held at Bowling Date, First Survey 16th Sept. Last Survey 21/10/1908

Book. 08 on the Machinery of the Wood, Iron or Steel S/S "Hamilton" Master J. Mc Crahan

Gross 150 Vessel built at Bowling By whom Scott & Sons When 1905. 12

Net 39 Engines made at Glasgow By whom Gaudie & Co. When 1908

Registered Horse Power 30 Boilers, when made (Main) 1905 (Donkey) -

No. of Main Boilers 1 Owners J. Marshall & Sons Port St. Andrew Voyage Coastwise

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Scott Bowling

Steam Pressure in Main Boilers 120 (State name of Dock.)

In Donkey Boilers

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

CHARACTER, &c. for Special Survey, Date of last Survey and of Periodical Surveys.

Machinery and Boiler Survey (including date of N.B., if any).

+100 A. 5.06 +LMC 12.05

Particulars of Examination and Repairs (if any) LMC 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 summarized 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? Is not required also whether any damage report was made, and, if so, by whom? Yes

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

Do. " Donkey " " " None

If this was not done, state for what reasons? Yes

And what parts of the Boilers could not be thus thoroughly examined? 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? 125 lbs

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boiler? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? -

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? - or is it without liners? -

Has shaft now been changed? No 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? Rewooded

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

Damage stated to have been caused by stranding at Killiney Point

on Sept 4th 1908

Propeller & its Shaft also sea connections internally & externally

Repairs on account of damage New liner fitted on Propeller Shaft also New

Propeller fitted.

L.M.C. All Cylinders Slide Valves of all Pumps. Condenser Thrust & Crank

shafts also Bilge connections. Main Boiler with its Safety

Valves & Mountings internally & externally examined & its

Safety Valves adjusted under steam to the above working

pressure

Repairs Several. Rust renewed also 2 Tule & new lower man hole door

fitted

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

is now as far as seen in good & safe working condition &

is eligible in my opinion to remain as classed with

fresh record of + L M C 1008 & Notation of Propeller Shaft

been seen 10-08.

Survey Fee (per Section 28) 2.00 1.16. -

Special Damage or Repair Fee (if any) 1.10. -

(per Section 28.) 1.10. -

Travelling Expenses (if chargeable) -

GLASGOW 27 OCT. 1908

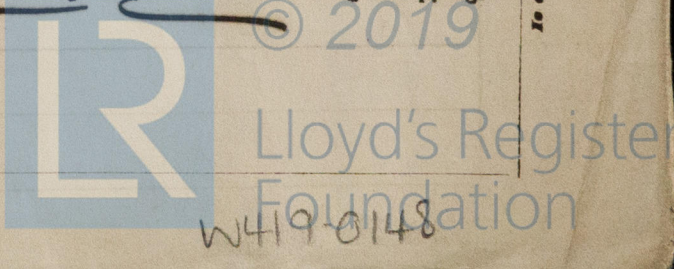
Committee's Minute

Assigned + L M C 10.08

Note shaft. H. L. C.

Machinery Certificate

WRITTEN 28/10/08



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

Is a Certificate required? If so, to be sent to Glasgow.

Due to damage
Newton filled to screw shaft propeller
removed.

S.S. N^o 3 also now filled

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.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 10.08

S. 10.08

D.M.R.
30/10/08

11/10/08 10.01

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.