

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 Boulogne 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 Tonnage 150 Vessel built at Boulogne By whom Scott & Sons When 1905. 12
Net Tonnage 39 Engines made at Glasgow By whom Gaudie Gillespie When 1908

Registered Horse Power 30 Boilers, when made (Main) 1905 (Donkey) -
No. of Main Boilers 1 Owners J. Marshall & Sons Port St. Maurice Voyage Coasting
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Scott Boulogne
Working Pressure in Main Boilers 120 (State name of Dock.)
No. in Donkey Boilers 1

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

| CHARACTER of Special Survey, Date of last Survey and of Periodical Surveys. | Year and Month when surveyed. | Machinery and Boiler Survey (including date of N.B., if any). |
|---|-------------------------------|---|
| +100 A. 5.06 | | +LMC 12.05 |

Last Survey No. Port
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 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? 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? -

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 repaired on account of damage. New liner fitted on Propeller shaft also new Propeller fitted.

L.M.C. All cylinders slide valves of a/c 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. Rivets renewed. also 2 Tubs & new lower man hole door fitted.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is now as far as seen in good & safe working condition & is eligible in my opinion to remain as closed with fresh record of +LMC 10.08 & Notation of Propeller Shaft been seen 10-08.

Survey Fee (per Section 28) 2.00 1.16. - Fee applied for 26/10/1908
Special Damage or Repair Fee (if any) 1.00 1.19. -
Travelling Expenses (if chargeable) 2.00

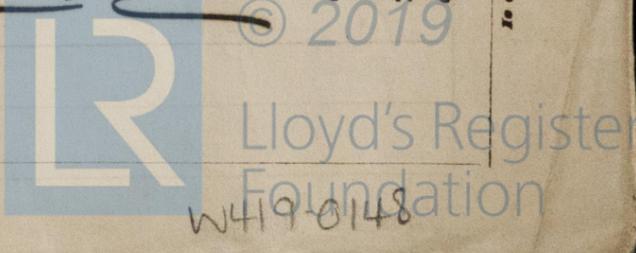
Received by W. Gordon. Muirhead
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Assigned +LMC 10.08 Note shaft. Hille

MACHINERY CERTIFICATE WRITTEN. 28/10/08

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



Due to damage
Newly fitted to crew shaft propeller
removed.

S.S. N^o 3 also now fitted

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.R.
30/10/08

[Handwritten text in columns, likely a survey report or log, containing various measurements and observations.]

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

