

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

(Received at London Office

TUE APR 20 1920

Date of writing Report 19th April 20 When handed in at Local Office 19

Port of Belfast

No. in Reg. Book.

Survey held at Belfast

Date, First Survey 4

Last Survey 15th April 20

Tonnage

Gross 384 1/2

Net 251 7/8

on the Machinery of the Wood, Iron or Steel

S. Nicklaw Head

Master, Black

Registered Horse Power

150

Vessel built at Glasgow

By whom Blackwood & Gordon

When 1879-3

No. of Main Boilers

1

Engines made at

By whom

When

No. of Donkey Boilers

1

Boilers, when made (Main) 1892

By whom

When

Steam Pressure in Main Boilers

90 lbs

Owners Wm. S. S. & Co. Ltd

Port Belfast

Voyage Hamburg

in Donkey Boilers

100

If Surveyed Afloat or in Dry Dock

Spencer Basin

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

Last Report No.

8245

Port Belfast

New Donkey Boiler

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

Particulars of Examination and Repairs (if any)

Barley

Barley

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

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?

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?

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?

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

Now done: - New Donkey Boiler (as per Belfast Report N° 282

Glasgow 39300) fitted on board, Safety valves tested under

Steam to 90 lbs (at owners request),

Boiler examined under steam, and found satisfactory.

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. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb., E.D., &c.)

as far as seen, in my opinion, is in safe working condition and eligible to remain as classed, with notation N.D.B. 20

Survey Fee (per Section 28) £ 19

Special Damage or Repair Fee (if any) (per Section 28.) £

Travelling Expenses (if chargeable) £

Fees applied for

19

Received by me,

19

Committee's Minute

Assigned

N.D.B. 20

R. J. O. Bennett

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W437-0297

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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

Fitting of A.D.B. completed safety
values adjusted.

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 A.D.B. A.D.B. 20. W.P. 100/10

H.
29/4/20



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Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE M...