

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

(Received at London Office)

MAR 23 1909

Date of writing Report March 9th 1909 When handed in at Local Office Port of SAN FRANCISCO

Survey held at San Francisco, Date, First Survey Feb. 11th Last Survey Feb. 21st 1909

Sup. on the Machinery of the Wood, Iron or Steel S.S. "NIAGARA", Master A. Schau

Age { Gross 6655 Net 4119 Vessel built at Flensburg By whom Flensburg Schiffsb. Ges. When 1908 7

Registered Horse Power 620 Engines made at Flensburg By whom Flensburg Schiffsb. Ges. When 1908

No. of Main Boilers 3 Boilers, when made (Main) 1908 (Donkey) 1908

Owners Deutsch-Amerik. Petroleum Ges. Port Hamburg. Voyage Orient.

If Surveyed Afloat or in Dry Dock Afloat. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

No. 215 Port 180  
of Examination and Repairs (if any)

CHARACTER, &c. for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A 1		+ LMC 7, 08
shelter dk with fireboard 7, 08		
Carrying petroleum in bulk.		

When held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and in the body of the report, should be briefly summarized at the end of the report. State also the date of any letters respecting this case.

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 not accepted, also whether any damage report was made, and, if so, by whom? no report.

Personally go inside each Main Boiler separately and make a thorough examination at this time?

Do the same for Donkey " " " "

State for what reasons?

Where the Boilers could not be thus thoroughly examined?

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?

Examine the Safety Valves of the Main Boiler?  To what pressure were they afterwards adjusted under steam?

Examine the Safety Valves of Donkey Boiler?  To what pressure were they afterwards adjusted under steam?

Examine all the manholes, doors and their fastenings of the Main Boilers?  and of the Donkey Boiler?

Examine the drain plugs of the Main Boilers?  and of the Donkey Boiler?

Examine all the mountings of the Main Boilers?  and of the Donkey Boiler?

Have the Main Boilers now been drawn and examined?  Is it fitted with continuous liner?  or two liners?  or is it without liners?

Have the Donkey Boilers been changed?  If so, state reasons

Have the Donkey Boilers been fitted new?  Has it a continuous liner?  or two liners?  or is it without liners?

Is there any space between lignum vitae of stern bush and top of after bearing of screw shaft?

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

Survey on installation of system for burning liquid fuel. The vessel has been equipped with

oil pumps and oil heaters of sufficient capacity in duplicate, with all necessary valves,

being connected to cross bunker and cofferdam as shown on drawing sent herewith. An evaporator

of the capacity of 30 tons is now fitted on board, and an additional supply of fresh water is

provided in the D.B. tanks under engines and boilers to make up the fresh water used in atomizing the

steam. Copper heating coils have been fitted round the suction pipe for use in extremely

weather, and all drains from coils and oil heaters are led into an open tank as per rule.

The installation was examined while being fitted and subsequently tested under working conditions

and entirely satisfactory.

General Observations, Opinion, and Recommendation:—

Clearly state 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. 907, B.&M.S. 907, or L.M.C. 907, 140 lb., F.D., &c.)

In my opinion this vessel is eligible to remain as now classed in the Register Book,

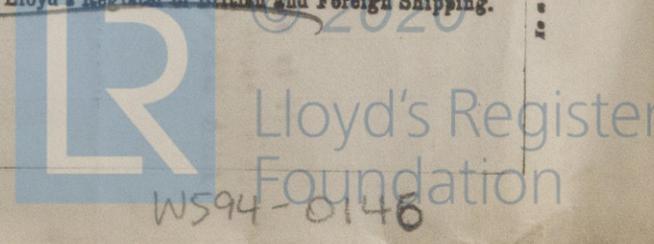
with record of "Fitted for liquid fuel" 2-09.

Survey Fee (per Section 28)	£ 5, -	Fees applied for
Damage or Repair Fee (if any) (per Section 28.)	£ :	Feb. 23 1909
Expenses (if chargeable)	£ :	Received by me, Mar. 6 1909

Signature: M. S. Stewart  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI. 26 MAR 1909

Signature: As per  
Fitted for liquid fuel 2.09



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

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

complete installation for  
burning liquid fuel  
fitted on board, & tested  
under working conditions.

N.B.—If this Report is copied by Copying Press, special 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.

fitted for liquid fuel 2.09

J.P.S.

A.S.D.  
24/3/09

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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