

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

Date of writing Report May 30th 1904 When handed in at Local Office June 1st 1904 (Received at London Office)
 No. in Reg. Book. Survey held at Genoa Date, First Survey April 27th Last Survey May 26th 1904
4 Buys on the Machinery of the Wood, Iron or Steel S.S. "Gerty" (No. of Visits) 23
 Tonnage { Gross 4027 Master Jar - 04
 Net 3166 Vessel built at South Shields By whom G. Readhead & Sons YEAR. MONTH. 1903-6
 Registered { 322 Engines made at do By whom do When 1903
 Horse Power {
 No. of Main Boilers 2 Boilers, when made (Main) 1903 (Donkey) ?
 No. of Donkey Boilers 1 Owners Gerry S. S. Co. Ltd. Hill Ipswich Port Trieste Voyage Trieste
 Steam Pressure—160 lbs If Surveyed afloat or in Dry Dock Both
 in Main Boilers 160 lbs (State name of Dock.) St. George & Co.
 in Donkey Boilers 100
 Last Survey No. 16000 Port Shl Spitting Auxiliary
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 CHARACTER.
 * for Special Survey.
 Date of last Survey and of
 Machinery and Boiler Surveys
 (including date of N.R. 16 and 17).
 Years assigned now new
 16000 100

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and serialism 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? _____ also whether any damage report was made, and, 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 Surveyer 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 ~~Dankey~~ ^{Boiler} 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?

no _____, and of the Denkey 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 the propeller shaft been drawn and examined at this time?

..If spare propeller shaft fitted, state whether new?

late the distance between lignum vitae of stern bush and top of after bearing of screw shaft:

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

Now done. The donkey boiler removed from this ship, and a larger one substituted. This is to be used as an auxiliary boiler & its working pressure is 160 lbs. The safety valves examined, also the fittings, most of which ^{originally} belonged to the newly fitted Auxiliary boiler. Steam pipes tested to double the pressure hydraulically, they are new. Lasing gear fitted & safety valves adjusted under steam to 160 lbs \square ". Steam can be admitted from main & donkey boilers the smallest distance between the boiler & bulkhead is 15". Height above 6'-0". Safety valves spring, $2\frac{1}{2}$ " = diameter of each of the 2 valves. This ^{auxiliary} ~~donkey~~ boiler is a second hand one, marked \rightarrow No 4023 ^{1320 lbs} ~~1320 lbs~~ & made it is said in ^{Germany} ~~Prussia~~. Particulars have been asked from the Glasgow Surveyors of this boiler in a letter dated 18/5/04, & will be sent up when received.

The report on the Electric Light installation enclosed. This has been newly fitted.
Note. This boiler is fitted in the stowehold.

General Observations, Opinion, and Recommendation:—

(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, E.S. 500, E.&M.S. 500, or G.L.M.C. 500.)

This vessel's machinery where seen is in good condition, slight in my opinion to remain as classed, to have the donkey boiler pressure reprimed, & to have a note of Auxiliary Boiler made with 160 lbs working pressure —

... or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for <u>May 30th</u> <u>1924</u>
... ry Fee (per Section 28).....	£	2	2	
... el Damage or Repair Fee (if any)..... (per Section 28).	£	:	:	
... elling Expenses (if chargeable).....	£	2	:	
				Received by me, <i>see hand</i>

to if Certificate is required

Committee's Minute

TUES. 7 JUN 1904

signed

as now

1 aux boiler built 02
fitted 04

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

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Foundation

✓ 647-0031

Donkey boiler removed, and new aux
boiler built 1902 now fitted.

Together with all necessary machinery.

The Steamings have been approved

& boiler has been retubed &

tested by water pressure to 320 lb.

It is submitted that
this vessel is eligible for
THE RECORD notation

1 aux boiler, built 02
fitted on.

bal.

Expenses notation
of 013.

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.

THIS VESSEL IS ELIGIBLE FOR
RECORD NOTATION
AND REMAINS AS CLASSED.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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