

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

(Received at London Office

FRI. 30 JUL 1909

Date of writing Report 29th July 1909 When handed in at Local Office 10 Port of DUBLIN.

No. in Reg. Book. 74 Survey held at DUBLIN. Date, First Survey 5th July Last Survey 26th July 1909

on the Machinery of the Wood, Iron or Steel S.S. 'Yews' Master N. McFerran

Tonnage { Gross 333 Net 100 Vessel built at Paisley By whom J Fullerton & Co When 1905 12

Registered Horse Power 47 Engines made at Bovine By whom Renfrew Bros & Co When "

No. of Main Boilers 1 Boilers, when made (Main) 1905 (Donkey) "

No. of Donkey Boilers ✓ Owners John J. McFerran & Co Port Newry Voyage Coasting

Steam Pressure in Main Boilers 130 lb If Surveyed Afloat or in Dry Dock Yes No 2 Slip

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

Last Survey No. " Port "

Particulars of Examination and Repairs (if any) S.S. No 1 & Damage Rep.

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?

also whether any damage report was made, and, if so, by whom? by written copies enclosed

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

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? yes To what pressure were they afterwards adjusted under steam? 130 lb.

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? 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? Bush rewooded.

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

Repairs on account of Grounding. Owing to the stern post being broken the stern tube was drawn & examined & same is believed uninjured & has been put back into the repaired Stern Post. The stern bush was examined & rewooded. The tail shaft was put in the Luthe & examined & the bush turned up. The Thrust & Crank shafts were examined & their alignment adjusted. The Holding down bolts were over-hauled Boiler Chocks examined. S.S. No 1. Cylinders, Pistons, slide valves, Pumps & connections & sea cocks examined. The Condenser was tested & found satisfactory. Boiler examined internally & externally, Safety valves examined & set to the above noted pressure. Repairs due to wear & tear a rivet in the back end of one furnace renewed & some caulking done. Condition of Boiler good - same for the presence of grease which has been pointed out & is to be attended to. Steam Steering gear ex & tested.

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. 9,05, B.&M.S. 9,05, or L.M.C. 9,05, 140 lb., F.D., &c.)

is in good and efficient condition & eligible in my opinion to obtain the fresh Record of L.M.C. 7.09. & the notation of Tail shaft seen 7.09. in the Register Book.

Survey Fee (per Section 28) Net £ 1 : 18

Special Damage or Repair Fee (if any) (per Section 28.) £ 1 : 18

Travelling Expenses (if chargeable) Nil £ 0

Committee's Minute WED. 4 AUG 1909

Assigned + L.M.C. 7.09.

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

Lloyd's Register Foundation

W731-0006



Damage through grounding  
SS No 1. due 12.09 now held.

machinery examined  
throughout & minor  
repairs effected.

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 7.09

S 7.09  
HLD  
20.4.09

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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