

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

(Received at London Office SAT. 19 OCT 1907)

Date of writing Report Oct 18<sup>th</sup> 1907 When handed in at Local Office Oct 18<sup>th</sup> 1907 Port of Newcastle-on-Tyne

No. in Survey held at Hebburn Date, First Survey 4 Last Survey Oct 17<sup>th</sup> 1907

5<sup>th</sup> Sup on the Machinery of the Wood, Iron or Steel S/S "SNOWDONIAN" Master Richardson Duck & Co.

GROSS 2850 Vessel built at Stockton By whom Richardson Duck & Co. When 1907

Net - Engines made at By whom When 1907

Registered - Boilers, when made (Main) 1907 (Donkey)

orse Power - Owners O & W. Williams Port Cardiff Voyage -

o. of Main Boilers - Surveyed in Dry Dock Stephensons (State name of Dock.)

o. of Donkey Boilers - Hebburn

eam Pressure -

in Main Boilers -

in Donkey Boilers -

Last Survey No. - Port -

Particulars of Examination and Repairs (if any) DOCKING

Periodical Surveys, when held, must be reported in detail and seriatim 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? No.

Do. " Donkey " " " No.

If this was not done, state for what reasons? New Boilers.

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? No. Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

Has shaft now been changed? No. If so, state reasons? ✓

Is the shaft now fitted new? No. 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? Nil.

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

Vessel placed in dry dock.

Propeller and sea cock fastenings examined and found in good order.

General Observations, Opinion, and Recommendation:— The Machinery so far as  
(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, S.S. 2,00, B.&M.S. 2,00, or L.M.C. 2,00, 140 lb., F.D., &c.)  
seen is in good order and in safe working condition.

Survey Fee (per Section 28).....	£	10	Fees applied for
Special Damage or Repair Fee (if any).....	£	10	
Travelling Expenses (if chargeable).....	£	10	

Received by me, J. Robinson.

Committee's Minute FRI. 25 OCT 1907

Assigned see minute on Paddy apt.



It is submitted that  
this vessel is eligible to  
remain as CLASSED.

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.

*25.10.07*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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