

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

(Received at London Office)

SAT. 30 OCT 1909

Date of writing Report October 29th 19 09 When handed in at Local Office 29th October 1909 Port of BARRY

No. in Reg. Book. 16. Survey held at Barry Date, First Survey 11th Oct 1906 Last Survey 25th Oct 1909

on the Machinery of the Wood, Iron or Steel SS Queen Master Jones

Tonnage Gross 4146 Net 2689 Vessel built at R. Glasgow By whom Russell & Co. When 1906 - 5

Registered Horse Power 456 Engines made at Glasgow By whom Dunsmuir & Jackson, Ltd. When 1906

No. of Main Boilers 2 Boilers, when made (Main) 1906 (Donkey) 1906

No. of Donkey Boilers 1 Owners (W. Thomas, Sons & Co. Ltd., Eng.) Port Liverpool Voyage Monte Video

Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock Graving and afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 125 lb.

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage

(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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Allowed How expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1.		+L.M.G. 9, 06.
Spar dk.		
11, 08.		

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? yes Not required also whether any damage report was made, and, if so, by whom? Sal Ass

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? yes Is it fitted with continuous liner? yes 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? Renewed

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

Damage alleged to have been sustained through grounding in River Plate.

How Done:- Cylinders, Pistons, Slide valves and Faces, Crank, Thrust, Tunnel and Propeller Shafting, and Pumps examined.

Repairs due to Damage:- Two HP Piston rings renewed, IP Piston junk ring and three Rambottom rings renewed, and Slide Valve and Face dressed. HP, IP & LP Crank Pin Brasses remetalled & bedded. HP, IP & LP go ahead guides remetalled. Main holding down Bolts hardened up and five bolts renewed.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel is eligible to remain as classed with record of Propeller Shaft last seen 10.09

Survey Fee (per Section 28) £ : : Fees applied for 29 OCT 1909

Special Damage or Repair Fee (if any) (per Section 28.) £ 3.3.0 Less 10% £ 2.17.0

Travelling Expenses (if chargeable) £ : :

Received by me. Geo. Goumon Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES. 2 NOV 1909 as above

Assigned _____

FRI. 1 JUL 1910
FRI. 8 JUL 1910
FRI. 12 AUG 1910

Lloyd's Register Foundation

W798-0125

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

S. S. No 1 due 5.10 now partly held

Damage due to grounding.
Machinery partly examined
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 WILL BE eligible for
the record. +LMC 10.09.
When the boilers, sea
connections, condensers,
pipes, roses etc.
have been ex^d

JWD.
30/10/09

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