

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

No. 16595

Date of writing Report 7/21 1905 When handed in at Local Office 8/21 1905 (Received at London Office 1905)

No. in Reg. Book. 675 Survey held at Loole Port of Hull

Date, First Survey Jan 19<sup>th</sup> Last Survey Jan 24<sup>th</sup> 1905  
Machinery of the Wood, Iron or Steel S.S. "Portsea" (No. of Visits 2)

Tonnage { Gross 314  
Net 117  
Vessel built at Loole Master By whom Loole P. B. & A. Holt When 1904 MONTH 9

Registered Horse Power 56 Engines made at N. Shields By whom Shields Eng. Works When 1904  
No. of Main Boilers 1 Boilers, when made (Main) 1904 (Donkey) 1904  
No. of Donkey Boilers 1 Owners Portsea S.S. Co. Ltd Port Bardiff Voyage Coasting  
Steam Pressure in Main Boilers 130 lbs Surveyed Afloat or in Dry Dock Loole (State name of Dock.)

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

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

Particulars of Examination and Repairs (if any) Damage

CHARACTER	Year Assigned	Machinery and Boiler Survey
* for Special Survey, Date of last Survey and of Periodical Surveys		(including date of N.B., if any).
+ 100A1		+ L M 69, 04
9.04		

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 wanted

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

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? Yes

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? Yes

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boiler? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? Yes

Has the screw shaft been drawn and examined at this time? No If spare screw shaft fitted, state whether new? Yes

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8"

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

On account of damage stated to have been caused through stress of weather. Engines exam'd. Crank shaft good. Top halves of main bearings, & connecting rod top & bottom-end brasses dressed up & readjusted. Valve gear overhauled. Bilge suction overhauled. Sea connection & propeller fastenings good.

General Observations, Opinion, and Recommendation: - The machinery of this vessel is in good condition and in my opinion eligible to remain as classed.

Registration Fee (per Sec. 27) £ 1 : 0 : 0

Fee (per Section 28) £ 1 : 12 : 0

Damage or Repair Fee (if any) (per Section 28) £ 0 : 19 : 0

Expenses (if chargeable) £ 0 : 5 : 6

Fees applied for 8/21 1905

Received by me I Kerr

30/3/05

Certificate is required \_\_\_\_\_

nittee's Minute \_\_\_\_\_

FRI. 10 FEB 1905



Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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

\* Certificate to be sent to

Acc & Damage. Minor repairs & Expenses.

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

N.B.—If this Report is copied by Copvire 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.

Ms.  
9.2.05

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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