Rpt. 9.

No. 24666

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

(Received at London Office FRI. FEB. 16. 1912)

Date of writing Report 15/2/12 19 When handed in at Local Office 15.2.12 Port of Hull

No. in Reg. Book. 1095 Survey held at Goole Date, First Survey Jan 24th Last Survey 10/2/12 19 (No. of Visits 6)

on the Machinery of the ~~Wood, Iron~~ or Steel S.S. Humber Master

Tonnage { Gross 1023 Net 490

Registered Horse Power 229

No. of Main Boilers two

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 180 in Donkey Boilers ✓

Vessel built at Dumbarton By whom A. McMillan & Co Ld When 1903 (YEAR. MONTH. 9)

Engines made at Pt Glasgow By whom Clyde S.B. & E. Co Ld When 1903

Boilers, when made (Main) 1903 (Donkey) ✓

Owners Lancashire & Yorkshire Ry Co Port Goole Voyage

~~If~~ Surveyed Afloat or in Dry Dock Goole No 1 (State name of Dock.)

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A 1 3,11		+ L.M.C. 10.07
1.1. Goo No 1-07		B.S. 3,11

Last Report No. Port

Particulars of Examination and Repairs (if any) B.S. & 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.

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? Was a damage report made by anyone else? If so, by whom?

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? 185

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~~ cock of the Main Boilers? yes, 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? no or two liners? no or is it without liners? yes

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 vitæ~~ metal of stern bush and top of after bearing of screw shaft? Bush remetalled a good fit

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

Now done on account of damage through check cover blowing off & consequent grounding.

Screw shaft drawn in & bush remetalled, air pump rod renewed, all pumps & condenser, & sea cocks & fastenings examined, boilers opened out & examined tubes expanded, H.P piston rod skimmed up, after bilge pump cam repaired feed check valves renewed.

Main boilers examined internally & externally, all feed checks renewed fifteen lower tubes in both centre boxes renewed, all tubes expanded, corners of furnaces (stbd side of both centre chambers) where riveted to wrapper plates built up by oxy acetylene & rerivetted. Safety valves adjusted as above

H.P piston, rod & cylinder examd corner drain tube taken as past L.M.C. also pumps & condenser.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel so far as now seen is in good & safe working condition & in my opinion eligible for the record B.S. 2,12. S. 2,12 to be noted.

(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. 9,09, B.&M.S. 9,09, or ✠ L.M.C. 9,09, 140 lb., F.D., &c.)

Survey Fee (per Section 28) £1 : 10 : 0

Special Damage or Repair Fee (if any) (per Section 28.) £2 : 2 : 0 7 - 0

Travelling Expenses (if chargeable) £3 : 5 : 0 16 8

Fees applied for 15.2.12 19 MR

Received by me, 28.3.12 19 30

Frank L. Stringer

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

Committee's Minute TUE. FEB. 20. 1912

Assigned

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

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

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