

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

(Received at London Office TUE. MAY 13. 1913)

Date of writing Report 10. 5. 1913 When handed in at Local Office 12. 5. 1913 Port of Aberdeen

No. in Reg. Book 696 Survey held at Aberdeen Date, First Survey 2. 4. 13 Last Survey 2. 5. 1913

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "ENZIE" Master J. Hendry (No. of Visits 7)

Tonnage { Gross 93 Net 35 Vessel built at Glasgow By whom Wackie & Thomson Ltd When 1908 6

Registered Horse Power 30 Engines made at do. By whom Gouldie & Gillopie When 1908

No. of Main Boilers 1 Boilers, when made (Main) 1908 (Donkey)

No. of Donkey Boilers 1 Owners J. Hendry Port Buckie Voyage Fishing

Steam Pressure in Main Boilers 180 lbs Surveyed Afloat in Dry Dock Pontoon III & Harbour (State name of Dock.)

Donkey Boilers

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.	Year Assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> 100 A For fishing purposes. 6.08.		<input checked="" type="checkbox"/> L.M.C. 6.08

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) L.M.C.

(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? 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? 180 lbs.

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? a working fit. Stern bush rewooded.

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

Vessel placed on pontoon: tail shaft drawn: fore end of cone found slightly washed, but not to a serious extent & now refitted & made watertight in propeller with rubber ring: sea cocks, bilge injection & ship's side discharge valves opened, and with propeller. Stern bush & fastenings examined. Engines opened out, & examination made of cylinders, pistons, slides, rods & spindles, crankshaft & thrust collars, all pumps & condensers, donkey pump & bilge connections. Boiler opened, cleaned & examined over all parts, with its doors, safety valves, and other mountings: lower part of front shell seam found leaking & rivets washed & boiler now disconnected, put ashore & taken to shops: lower part of front shell seam, & riveted 4 feet (6 rivets) & shell landing boxed & caulked: back shell seam at bottom also & caulked all other parts of boiler in excellent condition; on completion of repairs, boiler tested by hyd. press: to 240 lbs per sq. in. found satisfactory & afterwards refitted on board & pipe connections remade; main steam pipe annealed, tested by hyd. press to 360 lbs P.T.O. and

General Observations, Opinion, and Recommendation:—This machinery is now in good safe working condition, and in my opinion eligible to remain as classed and to have record of survey *L.M.C. 5.13. and notation "Tail shaft seen 5.13".

Fees applied for 12. 5. 1913

Survey Fee (per Section 24) £ 2 : 0 : 0

Special Damage or Repair Fee (if any) (per Section 25.) £ : : :

Traveling Expenses (if chargeable) £ : : :

Received by me, Ridley Small 29.5.1913

Ridley Small 2020
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute _____

Signed H.M.C. 5.13

FRI. MAY 16. 1913

MACHINERY CERTIFICATE WRITTEN. 26/13



Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

S.S. "ENZIE"

and afterwards refitted; boiler recovered.
The following repairs due to wear & tear, now carried out viz.
H & I P cylinders disconnected, taken to shops & bored out, and new
pistons & rods fitted; H.P. piston valve chamber bored out, & new valve
fitted. H & I.P. spindles skinned up, & their bushes renewed; false
face fitted to I P cylinder & slide renewed; feed pump & bilge pump plungers
renewed & bushes bored out to suit; new valves & seats fitted to bilge pump.
new white metal face fitted to one thrust shoe. donkey pump overhauled
and all working parts of engines, overhauled & adjusted.
Engines & boiler examined under steam and safety valves
adjusted as already stated.

Ridley Moll.

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.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Saw shop repair Boiler repaired
It is submitted that
this vessel is eligible for
THE RECORD. F.L.M.C. 5.13.

S.S.B. Am.S.
14.5.13