

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

Date of writing Report 10/3/1906 When handed in at Local Office 12/3/1906 Port of Hull
 No. in Reg. Book. 1186 Survey held at Goole Date, First Survey Mar 1st Last Survey 9th Mar. 1906
 on the Machinery of the Wood, Iron or Steel S.S. "Colne" Master Clyde J. B. & Co. Ltd
 Tonnage Gross 845 Net 394 Vessel built at St Glasgow By whom Clyde J. B. & Co. Ltd When 1903 MONTH 8
 Registered Horse Power 229 Engines made at Goole By whom Goole When 1903
 of Main Boilers 2 Boilers, when made (Main) 1903 (Donkey)
 of Donkey Boilers 1 Owners Lancashire & Yorkshire Voyage Copenhagen
 Main Boilers 180 lbs Surveyed Afloat in Dry Dock Goole
 Donkey Boilers (State name of Dock.)

st Survey No. 1 Port Goole

Particulars of Examination and Repairs (if any) Engine & Cond.

Radical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on count of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details and initials of any letters respecting this case.

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?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ☒

Do. " Donkey " ☒

his was not done, state for what reasons? ☒

what parts of the Boilers could not be thus thoroughly examined? ☒

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? ☒

the Surveyor examine the Safety Valves of the Main Boiler? ☒

To what pressure were they afterwards adjusted under steam? ☒

the Surveyor examine the Safety Valves of Donkey Boiler? ☒

To what pressure were they afterwards adjusted under steam? ☒

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ☒

, and of the Donkey Boiler? ☒

the Surveyor examine the drain plugs of the Main Boilers? ☒

, and of the Donkey Boiler? ☒

the Surveyor examine all the mountings of the Main Boilers? ☒

, and of the Donkey Boiler? ☒

the screw shaft been drawn and examined at this time? Yes

If spare screw shaft fitted, state whether new? New shaft fitted.

the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Retined.

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 heavy weather.

Propeller shaft, without liners, drawn in & found fractured at forward end of cone. New spare propeller shaft now fitted. White metal in stern bush renewed.

Condition: - New spare propeller fitted. Sea connection 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.

Office or Registration Fee (per Sec. 27) £ 2.2.4
 Survey Fee (per Section 28) £ 1.18.0
 Special Damage or Repair Fee (if any) (per Section 28) £ 1.18.0
 Travelling Expenses (if chargeable) £ 12.8

Fees applied for

12/3/1906

N.R.

Received by me

28/4/1906

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

*State if Certificate is required

Committee's Minute

16 MAR 1906

Assigned

as noted

Due to Damage. New Screw Sharp placed

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.

18.8.06

Emd
13.8.06

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation