

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

(Received at London Office)

Date of writing Report 24-7-93 When handed in at Local Office 24-7-93 Port of Hull

No. in Reg. Book. 1 Survey held at Hull Date, First Survey Mar. 29th Last Survey July 20th 1893

Inspected on the Machinery of the Wood, Iron or Steel Steam Eng Edith Master Law

Tonnage { Gross 33 Net nil Vessel built at Hull By whom Cook Weston Gemmell When 1893 YEAR. MONTH. 6

Registered Horse Power 20 Engines made at Hull When 1884 Boilers, when made (Main) 1884 (Donkey) -

No. of Main Boilers one Owners John Scott Port Hull Voyage Sailing Ship

Steam Pressure in Main Boilers 85 lb If Surveyed Afloat or in Dry Dock building & under way Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boiler -

Last Survey No. - Port -

Particulars of Examination and Repairs (if any)

(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.)

CHARACTER.	Years Assigned for Special Survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>For Sailing Ship</u>	<u>5</u>	
<u>(Class contemplated)</u>		

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

Do. " Donkey " " " No donkey Boiler

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

At what pressure were they afterwards adjusted under steam? 85 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? -

To what pressure were they afterwards adjusted? -

If the Survey is not complete state what arrangements have been made for its completion? -

The Engines and Boiler of this Vessel were formerly on board the Steam Trawler 'Victory' of Hull No. 185 in the Register Book. They were built under special survey and have been in constant use during the last-eight years. They were taken out by Messrs Cooper & Co of this Port and efficiently repaired. And have now been placed on board this Vessel in accordance with The Society's Rules.

For Particulars of Boiler and Engines see Hull Report No. 5758

Main Boiler

The Main Boiler opened out and examined internally and externally general condition good. Gunnet stay from Boiler back to combustion chamber crown re-wired. One new screw stay fitted and Boiler shell in way of blow off cock patched. All the plain tubes renewed and the Boiler thoroughly cleaned. Tested by hydraulic pressure to 140 lb per square inch and found tight and sound at that pressure.

General Observations, Opinion, and Recommendation:— The Engines and Boiler of this Vessel are now in my opinion in safe working condition and eligible to remain as classed. The case is respectfully submitted for the notification L.M.C. 7-93 in the Register Book. The Boiler should be surveyed annually—

Office or Registration Fee (per Sec. 27).....	£ 10 : 0	Fees applied for
Survey Fee (per Section 28).....	£ 2 : 10	1/8/- 1892
Special Damage Fee (per Section 28).....	£ 0 : 0	1/8/-
Travelling Expenses (if chargeable).....	£ 0 : 0	Received by me,

* State if Certificate is required Yes FEB 4 AUG 1893

Committee's Minute

Assigned + L.M.C. 7-93 (subject to annual survey) of Rev.

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

Steam Eng Edith

pressure. Safety Valve and Boiler Mountings overhauled and made good. The Boiler placed in the Water Examined under Steam and the Safety Valve set to blow at 85 lbs per square inch.

The Boiler should be surveyed annually

Engines

The Engines lifted ashore opened out and examined. Cylinders, Pistons and Casings good. Slide Valve planed and Cylinder faces trued up to same. Valve spindles fitted with new ends, trued up and re-lubricated. Valve and Pump gear overhauled and re-adjusted. Engine Stop Valve faced up and new spindle fitted. Cylinder escape Valve overhauled and new springs fitted. Condenser cleaned out tubes replaced and repacked 12 new tubes fitted. Air, Circulating Feed and Bilge pumps overhauled, all rods and plungers renewed and bushes trued out to suit and new Bilge pump Chamber fitted, Valve adjusted as required. Crank Shaft good. Thrust Shaft trued up and new liners fitted to same. New length Tunnel Shaft, New Propeller Shaft Stem tube and Stem bush fitted, New sea connections. Ship side discharge Valve faced up and made good. Bilge injection made good. Bilge pipes renewed 2 diam. All copper pipes brought in as far as practicable. The Donkey Engine overhauled and made good. 3" Ejector fitted instead of separate suction to Engine room.

Cylinder 12" x 22" 18" Stroke 85 lbs Pressure

James Jones



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Lloyd's Register
Foundation

It is submitted that
this vessel is eligible for
THE RECORD + MC 793 + E+B made 85-

These engines & boilers have been
removed from the steam trawler
Victory thoroughly overhauled
& fitted on this vessel -
This boiler to be subject to
Annual B.B. -

Nov 2/8/93 -

[Signature]

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