

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

Date of writing Report 2nd Jan. 1905 When handed in at Local Office -2 JAN 1905 (Received at London Office JAN. 3 JAN 1905)
 No. in Reg. Book 644 Survey held at **BARRY.** Port of **BARRY.**
 on the Machinery of the Wood, Iron or Steel SS. Greenwich. Date of First Survey 22nd Decr. Last Survey 31st Decr. 1904.
 Tonnage { Gross 2938. Net 1863. Vessel built at Stockton By whom Roper & Low Master Leah.
 Registered Horse Power 256. Engines made at " By whom Blair & Co. Ltd When 1899-2
 No. of Main Boilers 2. Boilers, when made (Main) 1899. When "
 No. of Donkey Boilers 1. Owners Matts, Watts & Co (Marport) (Donkey) 1899 When "
 Steam Pressure in Main Boilers 160lb. If Surveyed Afloat or in Dry Dock Barry graving & afloat. Voyage Houf Houf
 in Donkey Boilers 90lb. (State name of Dock.)

Last Survey No. Repairs & BS. Port Repairs & BS.
 Particulars of Examination and Repairs (if any) Repairs & BS.

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

| CHARACTER | YARDS | Machinery and Boiler Surveys |
|---|--|-----------------------------------|
| <input checked="" type="checkbox"/> for Special Survey. Date of last Survey and of Periodical Surveys. | Assigned (No. of years since expired). | (including date of N.B., if any). |
| <u>+100A1 002</u> | | <u>+1MC 12.04</u> |
| <u>Trunk etc.</u> | | |
| <u>SS. Appl. 121-02.</u> | | |

(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? also whether any damage report was made, and, 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 " " " " Yes

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? 163 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes. To what pressure were they afterwards adjusted under steam? 90 lbs.

Has the propeller shaft been drawn and examined at this time? yes. If spare propeller shaft fitted, state whether new? New shaft fitted.

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

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

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? none.

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

Repairs :- Vessel placed in dry dock
 Sail shaft drawn, new Sail shaft fitted.
 Propeller fastenings & Sea-Cock openings in good order.
 See Cardiff report NO 25043. SEE LIMITATION LIST.

BS :- Exam'd Main boilers & their safety valves, found in good order, 2 Collis wa Chocks & 1 stay nut renewed.
 Exam'd Donkey Boiler & its safety valves, found in good order, all plain tubes renewed.
 Main & Donkey safety valves adjusted as above.

General Observations, Opinion, and Recommendation :- The Machinery as now seen is in good & safe-working order, eligible in our opinion to remain as classed & have fresh records of Sail shaft renewed 12.04 & BS 12.04. And the lunch taken off Sail shaft.

or Registration Fee (per Sec. 27) £ 2.0.0
 by Fee (per Section 28) £ 1.16.0
 al Damage Fee (per Section 28) £
 elling Expenses (if chargeable) £

Fees applied for -2 JAN 1905
 Received by me, 9.1.05

J. Macmillan W. Darling
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
 Signed note on lines BS 12.04
 FRI. 6 JAN 1905



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

*Certificate to be sent to

New Screw shaft fitted, stern
brack ke wooded.

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.

It is submitted that
this vessel is eligible for
THE RECORD. BS 12.04.

JSM
3.1.05

NS 12.04
E. J. P. & Co. Ltd



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Foundation

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