

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

(Received at London Office)

WED. 26 FEB 1909

Date of writing Report *24th Feb.* 1908 When handed in at Local Office *25th Feb.* 1908 Port of **BARRY.**

No. in Reg. Book. *282* Survey held at *Barry* Date, First Survey *13th Jan.* Last Survey *18th Feb.* 1908
 on the Machinery of the *Wood, Iron or Steel* **S. S. DERWENT** Master *Paton*

Tonnage { Gross *264* Vessel built at *Workington* By whom *R. Williamson & Son* When *1883-12*
 Net *110* Engines made at *Ayr* By whom *J. & J. Young* When *1883*

Registered Horse Power *49* Boilers, when made (Main) *1883* (Donkey) *-*
 No. of Main Boilers *1* Owners *G. Fife* Port *Workington* Voyage *Cardiff*

No. of Donkey Boilers *-* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers *75 lbs* Surveyed Afloat *in Dry Dock* *Commercial*

Last Survey No. _____ Port _____

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

(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.)

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).
<i>+100A1</i>		<i>+L.M.C</i>
<i>12-96</i>		<i>M.S. 10.04</i>
<i>ss. Div. No. 3-196</i>		<i>B.S. 12-06</i>
<i>ss. Div. No. 2-04</i>		

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 " " " " " *None.*

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? *80 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? _____ or two liners? *Yes* 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? *Rewarded.*

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

Iron Boiler examined, and, owing to the general wretched condition of the combustion chamber plates, the same was removed from the ship. The steam dome was removed from the Boiler and fitted & riveted to Auxiliary Boiler on S.S. "Geyton" (see Leith Report No. 12185 and Grimsby Report No. 1803) which was fitted on board as Iron Boiler and tested by water pressure to 140 lbs. All valves & mountings examined. Safety valves adjusted to 80 lbs pressure. Cylinders, pistons, slide valves and faces, pumps, condenser, sea cocks, valves, and connections, crank, shaft, intermediate and propeller shafts, propeller and fastenings, examined. Repairs done to Iron Boiler: - Steam bush rewarded. New propeller fitted. Crank shaft dipped and all shafting lined up. New copper band steam pipe made tested to 160 lbs water pressure and fitted on board.

The approved plan of the steam dome is returned herewith.

General Observations, Opinion, and Recommendation:— *The Machinery of this vessel is in good condition, eligible to remain as classed with record of 1st class 2-08, and inclusion of +L.M.C. 2-08 and +N.B. 5.02 fitted 2-08.*

(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. 9,06, B.&M.S. 9,06, or L.M.C. 9,06, 140 lb., F.D., &c.)

Survey Fee (per Section 28) *£20.00 less 10% £18.00*

Special Damage or Repair Fee (if any) (per Section 28.) _____

Travelling Expenses (if chargeable) _____

Fee applied for **25 FEB 1909**
 Received by me, *G. B. [Signature]*
 078/108

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

Committee's Minute **TUES 3 MAR 1909**

Assigned *+ None 2-08*

+ NB 5.02 fitted 2-08

WRITTEN 22-3-09

TUES 13 OCT 1908

FRI. 5 MAR 1909



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Lloyd's Register Foundation

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

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

S. S. No 3 due 1.08 now completed.
Main boiler wasted. Auxiliary boiler
from S.S. "Ceylon" fitted.
Tail shaftreambed.

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 + LMC 2.08.
+ N.B. 5.02 fitted 2.08.

JWD
26/4/08

5.2.08.



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For me
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