

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

(Received at London Office)

WED 26 FEB 1908

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. F. Gile* Port *Workington* Voyage *Gardiff*

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

Steam Pressure in Main Boilers *75 lbs* in Donkey Boilers *-*

Last Survey 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? *-* 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 " " " *same.*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? *same* 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 wasted 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 ex P. S. "Geyton" (see Leith Report 4th 12/85 and Grimsby Report 4th 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, thrust, intermediate and propeller shafts, propellers and fastenings, examined. Repairs done to Iron Boiler: - Steam bush rewarded. New propeller fitted. Crank shaft dipped and all shafting lined up. New copper lined 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*

(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. 9,00, B.&M.S. 9,00, or L.M.C. 9,00, 140 lb., E.D., &c.)

in good condition, eligible to remain as classed with record of Gail Ship con 2-08. and notation of L.M.C. 2-08 and L.N.B. 5,02 fitted 2-08.

as recommended.

Survey Fee (per Section 28) *£20-0-0 less 10% £18-0-0*Special Damage or Repair Fee (if any) *£*Travelling Expenses (if chargeable) *£*

Fees applied for

25 FEB 1908

Received by me,

078 1908

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

Committee's Minute *TUES 3 MAR 1909*

Assigned

+ L.M.C. 2-08
+ N.B. 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

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 shaft transversed.

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.

JED
26/4/08

5.2.08.



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