

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

(Received at London Office.

JUL 18 1910

Date of writing Report 15<sup>th</sup> July 1910 When handed in at Local Office 16<sup>th</sup> July 1910 Port of BARRY

No. in Reg. Book 1548 Survey held at Barry Date, First Survey 25<sup>th</sup> June Last Survey 13<sup>th</sup> July 1910  
 (No. of Visits 11)

on the Machinery of the Wood, Iron or Steel SS Speedwell Master Ledra

Tonnage { Gross 974 Vessel built at Blyth By whom Hodgson & Soulsby When 1880-6  
 Net 579

Registered Horse Power 99 Engines made at Stirling By whom A. E. Mac E. Co. When 1893

No. of Main Boilers 1 Boilers, when made (Main) 1893 (Donkey) 1893 1910

No. of Donkey Boilers 1 Owners E. Hancock & Co Port Falmouth Voyage ✓

Steam Pressure in Main Boilers 160 lbs If Surveyed Afloat and in Dry Dock Graving

in Donkey Boilers 100 lbs

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

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Year and Month when expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A.1.	10.09.	+ NE+B. 12, 93.
		MS. 5, 06
		B.S. 4. 09.
		+ L.M.C.

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) See +135

(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? Yes. Not required Was a damage report made by anyone else? If so, by whom? Sal Ass

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

Do. " Donkey " " " " " " "

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? 160 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lbs

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? Yes, 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? ✓ 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? Re-wooded

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

Damage stated to have been caused through grounding at St. Inals; and striking submerged wreckage.

Iron Done:- Screw placed in dry dock; HP cylinder fired out, new piston and rings fitted complete. Piston shoes re-metalled. Propeller shaft examined, liners cut back, and stem bush re-wooded.

B.S.:- Main boiler, mountings and safety valves examined. front plate in way of bottom of lower furnace found cracked and rivets partially drawn through, front plate repaired by oxy-acetylene process. On completion of repairs boiler hydraulically tested and found tight. Safety valves adjusted as above.

N.D.B.:- A new donkey boiler (see Middlesex Report 8-6233) has now been fitted, and satisfactorily stayed. Old mountings removed from disused boiler and fitted to new boiler with the exception of safety valve chest, valve and seat.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is in good condition, eligible in my opinion to remain as classed with records of propeller shaft last seen 7-10; B.S. 7-10; and N.D.B. 1910.

Survey Fee (per Section 28) £ 18: 0 Fees applied for 16 JUL 1910

Special Damage & Repair Fee (if any) £ 1: 18: 0

Travelling Expenses (if chargeable) £ :

Received by me, G. J. L. L. L. Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES. 19 JUL 1910

Assigned B.S. 7.10  
N.D.B. 10



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

Blue 4.10 - mated. Lower part plate of  
gran boiler repaired by key-ace & the process  
New Donkey 14 fitted.

Due to damage screws & hexagon  
1/2" dia 1/2" long, 1/2" dia 1/2" long fitted

It is submitted that  
this vessel is eligible for  
THE RECORD. BS 7.10  
10/10 10

It is submitted that  
this vessel is eligible to  
remain as CEASED.

What special  
Electronics

PM

1876  
Wesley, p. 100  
S. 70

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.

SS "Speedwell"  
two list, and one salinometer cocks which were fitted new. All  
mounting examined and found to be according to Rule.  
Safety valve adjusted as above, and tested for accumulation  
and found to be in order.

Glo. Brown

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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