

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

(Received at London Office MON. 27 JUL 1903)

Date of writing Report 19 When handed in at Local Office 19 Port of Dublin

No. in Reg. Book. Survey held at Dublin Date, First Survey 10th July Last Survey 25 July 1903

258 on the Machinery of the Wood, Iron or Steel S.S. Captain Mc Elvane Master Gallagher

Tonnage Gross 503 Net 304 Vessel built at Port Glasgow By whom Murdoch & Murray When 1885 9

Registered Horse Power 90 Engines made at Ayr By whom J & J Young When 1885

No. of Main Boilers 1 Boilers, when made (Main) 1885 (Donkey) 1900

No. of Donkey Boilers 1 Owners M. Murphy Port Dublin Voyage Crop Channel

Steam Pressure in Main Boilers 80 If Surveyed Afloat or in Dry Dock both Graving Dock

in Donkey Boilers 85

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A 1		+L M C 7-01
7-02		B.S. 7-02
S.S. Tm No 1-01		N. 2 B 00
S.S. Dub No 2-8-97		

Last Survey No. 2083 Port Dublin

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and serialim 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? 80 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 85

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? none, and of the Donkey Boiler? none

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

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

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

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

Whilst this vessel was in the Graving Dock, the propeller was taken off & the shaft drawn in & examined. The stem bush was drawn & rewooded & the shaft being believed sound, was put back. The Sea Cocks were examined. The Main Boiler was examined inside & outside & the Safety valves examined & adjusted under steam to 80 lbs Pressure. The Donkey Boiler was examined inside & outside & its safety valve examined & tested under steam to 85 lbs pressure. Repairs due to wear & tear. Some rusting of the shell plating at the margins of the patches was observed, there have been dealt with, by additional patches covering the wasted places, but being close to the Keelson & floors had to be fastened with turned bolts. The recommendation to renew the bottom Main doors has been carried out. Some renewals of patch welding in the Centre furnace & the plating near same drilled, thickness ascertained to be 3/8".

General Observations, Opinion, and Recommendation:—

(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., F.D., &c.)

The Boilers of this vessel, are now in a safe & efficient condition & the recommendation of Report 2083 Dub, having been attended to, are in my opinion, eligible to have the Record of B.S. 7-03.

Office or Registration Fee (per Sec. 27) £

Survey Fee (per Section 28) 1 16

Special Damage or Repair Fee (if any) (per Section 28) 6 6

Travelling Expenses (if chargeable) £

Fees applied for 25/7 1903

Received by me, 29/7/03

John Macmillan

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

*State if Certificate is required

Committee's Minute TUES. 28 JUL 1903

Assigned B.S. 7-03

MACHINERY CERTIFICATE WRITTEN 13-8-03

Lloyd's Register Foundation

DuB98-0145

Screw shaft examined.
Bush rewooded.
H/B repaired & front manhole
done. H/M/B renewed.
It is submitted that
this vessel is eligible for
THE RECORD. B.S. 7. 23.

Emb.
27.7.03

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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