

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

SAT. 27 APR 1907

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(Received at London Office)

Date of writing Report 23 APR 1907 When handed in at Local Office 23 APR 1907 Port of LIVERPOOL

No. in Reg. Book. 567 Survey held at Birkenhead Date, First Survey 19 Apr Last Survey 20 April 1904
on the Machinery of the Wood, Iron or Steel of Hidston Master [Signature]

Tonnage { Gross 444 Net 63 Vessel built at Londonderry By whom Londonderry S & C Co. When 1903 3
Registered Horse Power 183 Engines made at H. Hartlepool By whom Central Marine S. Works When 1903
No. of Main Boilers 2 Boilers, when made (Main) 1903 (Donkey)
No. of Donkey Boilers none Owners Municipal Corporation of Birkenhead Port Liverpool Voyage Ferry Service
Steam Pressure in Main Boilers 170 lb If Surveyed Afloat or in Dry Dock Blown, Clayton & Co's Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Last Survey No. [Blank] Port [Blank]
Particulars of Examination and Repairs (if any) Dry Docking

CHARACTER 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).
<u>100 A 1</u>		<u>105</u>
<u>105</u>		
<u>Ferry purposes River Mersey</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? no

Do. " Donkey " " " not submitted for survey

If this was not done, state for what reasons? not submitted for survey

And what parts of the Boilers could not be thus thoroughly examined? [Blank]

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? [Blank]

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

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? , and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

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

Has the propeller shaft been drawn and examined at this time? no If spare propeller shaft fitted, state whether new?

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

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Nothing has been arranged regarding the Special Survey No. 1. The Owners have the question of retaining the classification of the vessel under consideration.

The propellers, outer end of tail shafts and stern bushes and fastenings examined. Sea connections examined. One propeller, the port one, renewed.

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, S. 0,00, M.S. 0,00, or L.M.C. 0,00, 140 lb., F.D., &c.)

as far as seen, is in good condition and eligible, in my opinion, to remain as classed without fresh record of survey.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ : :	19
Special Damage or Repair Fee (if any).....	£ : :	Received by me,
(per Section 28).		
Travelling Expenses (if chargeable).....	£ : :	19

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

*State if Certificate is required
Committee's Minute

Assigned Deferred for Completion

FRI. 31 JAN 1908

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

*Certificate to be sent to

M1392-0106

S. S. No. 1 due 3.07. Owners
considering question of retaining
vessel class.

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 to
remain as CLASSED.

JH 29/4/07

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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