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LA-FAC-SA 20-2

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

(Received at London Office)

SAT. 17 MAR 1906

Date of writing Report

19

When handed in at Local Office

16 MAR 1906

10

No. in

Reg. Book

36

Survey held at North Shields

Date, First Survey

Mar 5

Last Survey

Mar 7

1906

Gross

Net

Registered

orse Power

o. of Main Boilers

o. of Donkey Boilers

eam Pressure

in Main Boilers

in Donkey Boilers

3708

2375

293

253

1

160 lb

90

Vessel built at Newcastle

Engines made at Newcastle

Boilers, when made (Main)

1893

Owners European Petroleum Co Ltd

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

By whom

By whom

By whom

(Donkey)

Port

Voyage

Particulars of Classification

(which must be inserted

precisely as in Register Book & Supplements).

Master

When

1893

When

1893

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Last Survey No.

Port

Particulars of Examination and Repairs (if any) Tail Shaft

Periodical Surveys, when held, must be reported in detail and variation 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? Not required also whether any damage report was made, and, if so, by whom? Rumpf of machinery

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do.

"

Donkey "

"

"

No

If this was not done, state for what reasons?

Not opened out for survey

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?

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 screw shaft been drawn and examined at this time? Yes

If spare screw shaft fitted, state whether new? Spare Shaft (new) fitted

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? about 1/8"

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? It was arranged that the old spare propeller should be removed & replaced by a new propeller upon the Vessels return, in 3 or 4 months time, when it is understood that arrangements have been made for the RMC to be held

Now done Tail Shaft drawn examined found evidence that the propeller had slackened back on shaft, Key way being slack, & also evidence of slight flaw along the key way at fore end & also in fore end of key way of propeller, cone end of shaft & also slight wasted in way of aft end of aft liner. The defective shaft has now been replaced by the Spare Shaft (Clyde No 8677 B. R.H. 25.1.99. As time would not permit of a new propeller being made the Superintendent has had the old propeller fitted and has undertaken to replace it by a new one when the RMC is held, outside fastenings examined, Damage stated to have been caused by recent heavy weather.

## 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, boiler, working pressure, &c.; thus, for example, B.S. 9.00, B.S. 9.00, or L.M.C. 9.00, 140 lb., F.D., &c.)

In my opinion the machinery is now so far as seen in good condition and eligible to remain as classed with record of new Tail Shaft fitted. 3-06- provided the postponement of the boiler & machinery survey has met with the Committee's sanction—

Office or Registration Fee (per Sec. 27)	£	1	1	Fees applied for
Survey Fee (per Section 28)	£	1	1	19
Special Damage or Repair Fee (if any) (per Section 28)	£	1	1	
Travelling Expenses (if chargeable)	£	1	1	Received by me, 19

\*State if Certificate is required

TUES. 20 MAR 1906

Committee's Minute

Assigned

Deferred

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

TUES. 27 MAR 1906

WED. 6 JUN 1906

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Certificate to be sent to