



for about one foot high. To find the reason of this accident it is necessary to have a look inside the condensers, and it has been arranged to leave this to be done in the Tyne.

To allow the vessel to proceed to that river I have recommended to have an hole drilled at the end of the crack to stop it to enlarge, and to have a small box shored against the condenser and to have this box filled up with portland cement, this was the best which could be done, it was necessary to avoid any holes to be drilled in the casting before further examination of the damage was done, in England.

After this has been carried out I have written for the owners a certificate of which the following is a copy:-

Port of Dunkerque 14<sup>th</sup> October 1921

This is to Certify that

I, the undersigned F. C. Moorel Surveyor to this society did, at the request of the owners representatives, held a survey on board the new steel screw steamer "Channel Queen", 710 tons gross, of London, in consequence of damage sustained by her in the main engines condenser.

On examination on board said vessel afloat in Calais harbour, found a crack into the condenser casting next to the joint of the air pump suction with said casting.

Recommended to have a provisional repair made at once to this condenser.

This has now been carried out satisfactorily under my supervision, and I am of opinion that this vessel can safely proceed to the Tyne, where further examination ought to be done, and necessary permanent repairs should be then carried out to the Lloyd's Register of Shipping's approval.

F. C. Moorel  
Surveyor.

The vessel sailed from Calais for the Tyne on the 15<sup>th</sup> October 1921.

F. C. Moorel

N.B.—If this Report is copied by Copying Press, special 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Rpt. 4.

Date of writing Report  
No. in Survey  
Reg. Book.  
36736 on the

Master  
Engines made at  
Boilers made at  
Registered Horse  
Nom. Horse Power

ENGINES, &c.

Dia. of Cylinders  
Is the screw shaft  
in the propeller  
between the bearing  
liners are fitted, is  
Dia. of Tunnel shaft  
collars  
No. of Feed pumps  
No. of Bilge pumps  
No. of Donkey Eng  
In Engine Room

No. of Bilge Injections  
Are all the bilge suction  
Are all connections u  
Are they fixed sufficien  
Are they each fitted w  
What pipes are carry  
Are all Pipes, Cocks,  
Are the Bilge Suction  
Is the Screw Shaft

OILERS, &c.

Total Heating Surf  
Working Pressure  
Can each boiler be w  
ach boiler Double  
Smallest distance betwe  
Thickness Ra  
mg. seams  
Per centages of strengt

Size of compensating r  
Length of plain part  
Working pressure of fu  
Pitch of stays to ditto  
Material of stays

Material Th  
Area at smallest par  
Thickness Mater  
Diameter of tubes  
Pitch across wide  
Thickness of girder at  
Working pressure by  
Diameter  
Pitch of rivets

PERHEATER

Date of Test

Diameter of Safety Val

