

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

WED. FEB. 24, 1915

(Received at London Office)

Date of writing Report 19 When handed in at Local Office 23-2-1915 Port of Hull

No. in Reg. Book. 30 Survey held at Goole Date, First Survey 8 Last Survey 19-2-1915 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel S. S. Ray Master

Tonnage Gross Vessel built at Dundee By whom Dundee S.B. Co. Ltd When 1914

Net Engines made at Hull By whom Bailes & Co. Ltd When

Registered Horse Power Boilers, when made (Main) (Donkey)

No. of Main Boilers Owners M. A. Ray & Sons Port London Voyage -

No. of Donkey Boilers If Surveyed Afloat or in Dry Dock (State name of Dock.)

Steam Pressure in Main Boilers

in Donkey Boilers

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

CHARACTER.	Years Assigned	Machinery and Boiler Surveys (including date of N.B., if any).
For Special Survey. Date of last Survey and of Periodical Surveys.		
100 A1.		
CLASS CONTEMPLATED.		

Last Report No. Port Comp of

Particulars of Examination and Repairs (if any) Twist Entry

(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. E. 1-2-15.

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? Was a damage report made by anyone else? If so, by whom?

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

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?

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 screw shaft now been drawn and examined? Is it fitted with continuous liner? or two liners? 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?

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

Complete

The donkey boiler safety valve adjusted under steam to 95 lbs " and tested for accumulation. Safety valve washer 7/16". easing gear fitted, mark on boiler

NO. 419
LLOYD'S TEST
200 LBS
G.A.H. 7-10-14

The donkey boiler is placed on the starboard side of the stokehold

General Observations, Opinion, and Recommendation:— This vessel's machinery (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, 11, B.&M.S. 9, 11, or L.M.C. 9, 11, 149 lb., F.D., &c.)

now appears to be eligible for record of +LMC 1-15

Survey Fee (per Section 22) £ : : Fees applied for

Special Damage or Repair Fee (if any) £ : : 19

(per Section 22.)

Travelling Expenses (if chargeable) £ : : Received by me, 19

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

Committee's Minute FRI. FEB. 26, 1915

Assigned + Lm 6 1. 15

Pt. 8.

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor discoloration and a vertical crease down the center. A small dark spot is visible near the bottom right corner.

gross
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total capacity
N.B.—All
If the

on account of
and beaded be
replacement of
the back of the

declined?

1875

RENEWED

side Plating

Stato

Yes (per Noo

Surveyor's Fee