

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

(Received at London Office)

Date of writing Report 8th Aug<sup>t</sup> 1918 When handed in at Local Office 8th Aug<sup>t</sup> 1918 Port of NEWCASTLE-ON-TYNE  
 No. in Survey held at Jarrow Date, First Survey 17<sup>th</sup> Apr Last Survey 6<sup>th</sup> Aug 1918  
 Book. 284 on the Machinery of the Wood, Iron or Steel S.S. Clydebrae Master Scott & Co  
 Gross 502 Vessel built at Bowling By whom Scott & Co When 1891/12  
 Net 200 Engines made at Kirkcaldy By whom Douglas Grant When 1908  
 Registered 75 Boilers, when made (Main) 1906 fitted 18 (Donkey) None  
 Horse Power 1 Owners North Endon & Co Indemnity None Port Wearmouth Voyage None  
 of Main Boilers 180 If Surveyed Afloat or in Dry Dock Both  
 of Donkey Boilers 180 (State name of Dock.) Palmer Shipway  
 in Main Boilers 180  
 in Donkey Boilers 180

ast Report No. Port  
 Particulars of Examination and Repairs (if any) B.S.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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.

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

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

Do. " Donkey " " " " None

this was not done, state for what reasons?

and what parts of the Boilers could not be thus thoroughly examined?

to 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?

the Surveyor examine the Safety Valves of the Main Boiler? Yes, new

To what pressure were they afterwards adjusted under steam 185 lbs per sq. in.

the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

, and of the Donkey Boiler? Yes

the Surveyor examine the drain plugs of the Main Boilers? None

, and of the Donkey Boiler? Yes

the Surveyor examine all the mountings of the Main Boilers? Yes (new)

, and of the Donkey Boiler? Yes

screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? Yes or is it without liners? Yes

s shaft now been changed? Yes If so, state reasons Yes

the shaft now fitted new? Yes Has it a continuous liner? Yes or two liners? Yes or is it without liners? Yes

the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Yes Stem tube & bush

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

Examined the propeller, propeller shaft, stem tube, bush, sea cocks & their fastenings. (all the foregoing are new)

Examined the main boiler, its safety valves & mountings (Safety valves & mountings new) and found all in good condition.

The boiler above referred to was originally fitted in the S.S. for Forseti. See first entry report on machinery now forwarded.

New engines now fitted.  
 Out the steam steering gear.

General Observations, Opinion, and Recommendation:—The machinery of this vessel is now in good condition and is in my opinion eligible for record B.S. 8-18, H.E. 1918, Boiler 1906 fitted 1918 180 lbs B.S. 8-18 & tail shaft H 8-18.

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, or amendment 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, 140 lb., F.D., &c.)

Survey Fee (per Section 28) B.S. 100  
 Special Damage or Repair Fee (if any) (per Section 28.) Yes  
 Travelling Expenses (if chargeable) Yes

Fees applied for 8-AUG-1918

Received by me, 24-8-18

Committee's Minute FRI AUG. 23. 1918

Assigned + L.M.C. 8.18  
+ H.E. 8.18  
+ H.B. 06 June 8.18

George Murdoch  
 Engineer Surveyor to Lloyd's Register of Shipping.

002846-002852-0070

Lloyd's Register

Foundation



Damage by Torpedo

New Engines now fitted, and a Boiler previously in use  
now re-fitted

Machinery examined

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 for

THE RECORD. + LMC 8.18

+ NE 8.18

+ NB/906 Re-fitted 8.18

SN. 8.18

WDA

19/8/18.



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