

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

(Received at London Office)

Date of writing Report 8th Aug 1918 When handed in at Local Office 8th Aug 1918 Port of NEWCASTLE-ON-TYNE

No. in Survey held at Jarrow Date, First Survey 17th Apr Last Survey 6th Aug 1918
 Book. Jarrow (No. of Visits 23)

284 on the Machinery of the Wood, Iron or Steel S S Clydebrae Master

Age { Gross 502 Vessel built at Bowling By whom Scott & Co When 1891/12
 Net 200 Engines made at Nirkkaldy By whom Douglas Grant When 1908

Registered Horse Power 75 Boilers, when made (Main) 1906 fitted 18 (Donkey) None

No. of Main Boilers 1 Owners North Endon & Co Indemnity Port London Voyage None

No. of Donkey Boilers None If Surveyed Afloat or in Dry Dock Both

No. in Main Boilers 180 (State name of Dock) Palmer Shipway

No. in Donkey Boilers 1

Particulars of Examination and Repairs (if any) B.S.

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

CHARACTER for Special Survey. Date of last Survey and of Periodical Survey.	Year Assigned and Date of last Survey.	Machinery and Boiler Survey (including date of N.B. if any).
<u>100 A1</u> <u>8-17</u>	<u>8-17</u>	<u>2 m c</u> <u>8-17</u>
<u>1/2 m 2 m 3</u>	<u>8-17 + NB made 2/12</u>	<u>Fitted 13, 15, 12, 10</u>

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 accidents 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.

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? Yes

Do. " " Donkey " " " None

Why was this not done, state for what reasons? None

What parts of the Boilers could not be thus thoroughly examined? None

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? None

Did 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.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? None

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes (new) , and of the Donkey Boiler? Yes

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? Yes or is it without liners? None

Has the shaft now been changed? Yes If so, state reasons None

Has the shaft now fitted new? Yes Has it a continuous liner? Yes or two liners? Yes or is it without liners? None

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? New stern tube & bush.

If 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, stern 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 Jon Forsyth. 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. 100 8-18, & E 1918, Boiler 1906 fitted 1918 180 lbs B.S. 8-18 & tail shaft & 8-18.

Survey Fee (per Section 25) BS. 100 Fees applied for 8 - AUG 1918

Special Damage or Repair Fee (if any) None Received by me, George Murdoch

Traveling Expenses (if chargeable) None 24-8-18 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI AUG. 23. 1918

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



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

Is a Certificate required? If so, to be sent to

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 R.C.C.D. + LMC 8.18

+ NE 8.18

+ NB/906 Re-fitted 8.18

SN. 8.18

WDA
19/8/18.



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OF THE SURVEYORS AND ENGINEERS FOR THE MARINE.

Vertical text on the right edge of the page, including 'No. in Reg. B...', 'Boilers', 'Engine', 'Master', 'NAVIG...', 'Supt. 2', 'Re', 'rec', 'Ben', 'be', 'the C', 'of the C', 'sided b', 'defeat', 'ho', 'Is', 'W'.