

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

(Received at London Office)

WED. 31 DEC. 1919

Date of writing Report 19 When handed in at Local Office 30. 12. 1919 Port of Newcastle on Tyne

No. in Reg. Book. Survey held at South Shields Date, First Survey 2nd Dec Last Survey 23rd Dec 1919 (No. of Visits 4)

20109 on the Machinery of the Wood, Iron or Steel SS Inconell ex SS War Stag Master

Tonnage { Gross 5249 Vessel built at Sunderland By whom W Dorford & Sons Ltd When 1918  
Net 3178

Registered Horse Power 517 Engines made at Sunderland By whom W Dorford & Sons Ltd When 1918

No. of Main Boilers 3 Boilers, when made (Main) 1918 (Donkey) None

No. of Donkey Boilers None Owners Hain SS Co Ltd (E Hain & Son Ings) Port St Joes Voyage

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Dry Dock & Afloat (State name of Dock) Admiralty Dock

in Donkey Boilers

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC & TS

Periodical Surveys, when held, must be reported in detail and verbatim 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? 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

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? Yes To what pressure were they afterwards adjusted under steam? 185 lbs

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? Yes, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler?

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

Has shaft now been changed? No If so, state reasons

Has 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? 1/8" bare

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

Now done:- The propeller taken off the tail shaft drawn and examined, the shaft has a continuous liner, wear at stern bush 1/8" bare bush not run down, all sea cocks and valves opened out examined and found satisfactory, the tail shaft and propeller refitted, and sea connections closed up, all outside sea fastenings in good condition.

The cylinders, pistons, slides, casings, crank, thrust and tunnel shafting, the air, circulating, feed, bilge, and donkey engine pumps with their buckets, valves, and connections examined and found Satisfactory

The Steering engine and Windlass opened out examined and put in good working order. P.T.O.

General Observations, Opinion, and Recommendation:- The machinery of this vessel as far as seen is now in safe working condition and eligible in my opinion for record of LMC (in red) in the register book, and tail shaft seen 12.19.

(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, 140 lb., F.D., &c.)

Survey Fee (per Section 29) 2 Fees applied for 19

Special Damage or Repair Fee (if any) 2 (per Section 28.) Received by me, 19

Travelling Expenses (if chargeable) 2

Committee's Minute Assigned Lmb. 12.19. 75

TUE. 6 DEC. 1921

W. L. Hall  
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register of Shipping



SS Greconell ex SS War Stag

Continuation of Report No.

The Condenser opened out examined, tested and found  
Satisfactory

The Main Boilers and their mountings opened out  
examined put in good working condition and their  
safety valves adjusted under steam, valves lifting at 185 lbs.  
Repairs to Main Boilers

One combustion chamber stay caulked and nut rejointed  
Two furnace fronts removed furnace mouths caulked  
where necessary, and fronts replaced.

W. L. Hall.

N.B.—If this Report is copied by Geyling Press, especial care must be taken that the copying paper is not much dampened 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.



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