

No. 10,137

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

(Received at London Office

THU. NOV. 7 1918

Rating Report 5<sup>th</sup> Nov. 1918 When handed in at Local Office 4<sup>th</sup> Nov. 1918 Port of Southampton  
 Survey held at Littlehampton & Southampton Date, First Survey 11<sup>th</sup> Oct. Last Survey 24<sup>th</sup> Nov. 1918  
 on the Machinery of the Wood, Iron or Steel D. D. "Dunleith" Master J. H. Finch  
 Gross 292 Vessel built at Daisy By whom Gullerton & Co When 1896 9  
 Net 111 Engines made at Glasgow By whom Halkburn-Bitney & Co When 1896  
 d 45 Boilers, when made (Main) 1896 (Donkey) Rome  
 a Boilers 1 Owners G. I. Gillie & Co. Mgrs Port Aberdeen Voyage C. A. M. S.  
 ay Boilers Some If Surveyed Afloat or in Dry Dock Shipway at  
 sure Boilers 120 lbs (State name of Dock.) More Day Business Dock  
 y Boilers ✓

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

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned How Applied.	Machinery and Boiler Surveys (including date of N.E., if any).
+ 100 A 1 11-16		+ 17 M.C. 4-14
D.O. Cyl. 923-3-10		B.S. 3-18
D.O. Alm. 970-1-14		T.S. 11-16.
Exand. 3-18		

Report No. 10019 Port Southampton  
 Particulars of Examination and Repairs (if any) Damage + expand  
H. P. Cyl. Value free

Surveys, when held, must be reported in detail and verification in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and any repairs in the body of the report, should be briefly summarised at the end of the report. State also the 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 not? Not required Was a damage report made by anyone else? If so, by whom? D. D. Welch, Underwriters Surveyor

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

" Donkey " " "

Not done, state for what reasons? Not done for survey

Parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

Surveyor examine the Safety Valves of the Main Boiler? No

To what pressure were they afterwards adjusted under steam? Not adjusted

Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? No

, and of the Donkey Boiler? ✓

Surveyor examine the drain plugs of the Main Boilers? No

, and of the Donkey Boiler? ✓

Surveyor examine all the mountings of the Main Boilers? No

, and of the Donkey Boiler? ✓

Has it now been drawn and examined? Yes

Is it fitted with continuous liner? Yes

or two liners? ✓

or is it without liners? ✓

Has it been changed? No If so, state reasons ✓

Now fitted new? No

Has it a continuous liner? ✓

or two liners? ✓

or is it without liners? ✓

Distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/32

Has not complete state what arrangements have been made for its completion and what remains to be done? Complete

As stated to have been caused by prop. striking stone wall after the vessel collided with the French Cruiser Patrol Steamer "Vannier" when coming out of Havre Harbour, on the 5<sup>th</sup> October 1918.

Propeller was removed and propeller shaft drawn inboard, examined + found in good condition, found the flange broken off a short length of stuffing box and gland fractured, stern tube and shaft down in stern bush 7/16 of an inch. Cast iron stuffing box with brass bush, and gland with old bush have been renewed, and bottom half of wood renewed stern bush, propeller shaft drawn out-board and propeller replaced.

9.5.18 Completed Prop. shaft examined P. I. C.

Observations, Opinion, and Recommendation:— This Vessel's machinery is in good condition and eligible in my opinion to remain as classed station + L.M.C. - M.S. 5.18 and date of examination of propeller 10.18. H. P. Cyl. Value free to be again examined in about 1 year from Nov. November 1919

Station + L.M.C. - M.S. 5.18 and date of examination of propeller 10.18. H. P. Cyl. Value free to be again examined in about 1 year from Nov. November 1919

Repair Fee (if any) £ 2 : 2 : 0  
 (if chargeable) £ : : :  
 Fees applied for Nov. 1918  
 Received by me 11.12.19

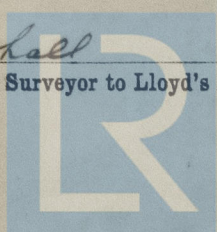
Engineer Surveyor to Lloyd's Register of Shipping.

WED. 20 NOV. 1918

's Minute

D. + L. M. C. 5.18

RECEIVED CERTIFICATE  
 11/11/19



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006401-006406-0094



Damage due to collision & striking  
quay wall. Minor repair

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

Effect of

S. S. No 2 due 3.18. Completed

It is submitted that  
this vessel is eligible for

THE RECORD + LMC-MS 5.18.

subject to the H.P. cylinder

slide valve face being again

examined before the end

of November 1919.

S 10.18. J.M.  
15/11/19

P. J. Dunleith

Propeller sea connections and their fastenings  
examined

See Limitation Survey

Examined H. P. Cylinder Valve face, found

the slight cracks on top bar between steam and  
exhaust ports at ends had not extended.

recommended the Valve face be again examined  
in about one year from now before the end  
of November 1919.

Geo. Marshall

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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