

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

(Received at London Office)

of writing Report 19 When handed in at Local Office 9 JAN 1920 19 1920 Port of London

in Book. Survey held at London Date, First Survey and Last Survey July 1st 1920 (No. of Visits One)

108 on the Machinery of the Wood, Iron or Steel 1/2 Seattle Master

Gross 5133 Vessel built at Newcastle By whom Wood Skinner & Co Ltd When 1911

Net 3185 Engines made at Newcastle By whom R & Marine Eng Co Ltd When 1911

Power 379 Boilers, when made (Main) 1911 (Donkey)

Main Boilers 3 Owners Acquisitioned in British Port London Voyage

Donkey Boilers  Surveyed Afloat or in Dry Dock Survey Commercial Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Pressure  Surveyed Afloat or in Dry Dock Survey Commercial Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers  Surveyed Afloat or in Dry Dock Survey Commercial Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No.                      Port                     

Particulars of Examination and Repairs (if any) to Closing

Special 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

On 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?

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

Were any parts of the Boilers not thus thoroughly examined?

Were any special means, in the absence of internal examination, 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?

Were the main shafts drawn and examined?  Is it fitted with continuous liner?  or two liners?  or is it without liners?

Has the main shaft been changed?  If so, state reasons

Has the main shaft been fitted new?  Has it a continuous liner?  or two liners?  or is it without liners?

What is 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?

At request of Sup<sup>dt</sup> (Mr Graham) attended & examined tubes entire & port boiler (St boiler under steam) & found them as good as could be seen good sound.

It was stated this vessel was proceeding to the Tyne where she would be submitted for classification in the Society Register & where a number of the furnaces will be renewed.

General Observations, Opinion, and Recommendation:—

The above submitted for the Committee's consideration

FRI, 17 OCT 1924  
FRI, 4 SEP 1925  
FRI, 1 OCT 1920  
FRI, APR 27 1923

Section 28) Fees applied for  
Received by me,  
TUE, 23 MAR 1920

Committee's Minute  
Signed no action  
FRI, 14 SEP 1923  
FRI, 17 AUG 1922  
TUE, NOV 14 1922  
FRI, OCT 15 1920  
FRI, MAR 11 1921  
TUE, 14 JUN 1921  
FRI, 17 OCT 1924  
FRI, 1 OCT 1920  
FRI, APR 27 1923  
FRI, 17 AUG 1922  
TUE, NOV 14 1922  
FRI, OCT 15 1920  
FRI, MAR 11 1921  
TUE, 14 JUN 1921  
FRI, 17 OCT 1924  
FRI, 1 OCT 1920  
FRI, APR 27 1923

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

L20-141700-681700

As this vessel is not classed  
submitted no action on  
this report is necessary

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.

J.P.  
10/1/20



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