

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

(Received at London Office 27 FEB 1917)

27 FEB 1917

Port of London

Date of writing Report 10 When handed in at Local Office

No. in Survey held at *Great Yarmouth.*
Reg. Book. *1681* on the Machinery of the *Wood, Iron or Steel*

Date, First Survey *10th Sept 1915* Last Survey *5th Feb. 1917*
(No. of Visits) *8*

Gross *225*
Net *112*

Vessel built at *Beverly*

By whom *Book Bolton + Gemmell Ltd.* When *1914-5*

Registered Horse Power *68*

Engines made at *Hull*

By whom *Amos Smith Ltd.* When *1914*

No. of Main Boilers *1*

Boilers, when made (Main) *1914*

(Donkey) ☒

No. of Donkey Boilers *1*

Owners *White + Willows*

Port *Grimby*

Voyage

Steam Pressure—*200 lb*

Surveyed *Afloat in Dry Dock*

Fellows *DR*

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

Last Report No.

Port

Particulars of Examination and Repairs (if any) *Damage to engine*

Periodical Surveys, when held, must be reported in detail and serially 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.

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.

Years Assigned

Machinery and Boiler Survey (including date of S.B., if any).

+100 A.I. Steam Trawler 5-14

+L.M.C. 5-14

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? *Not required.* Was a damage report made by anyone else? If so, by whom? *No.*

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 these 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? *200 lb.*

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? *✓*

, 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? *✓* If so, state reasons *✓*

Is 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? *Nil.*

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

Damage stated to have been caused by stranding on Bacton Beach on the 29th Sep. 1914.

Now done:- The Engines + boiler removed from the vessel, cylinders, pistons slide valves, crank thrust, + screw shafting, condensers, pumps (main and auxiliary) with valves + rocks, stern bush, propeller, sea-cocks and fastenings examined.

The Main boiler examined internally + externally + found satisfactory afterwards tested by hydraulic pressure to 300 lbs + found light + sound, all mountings examined + overhauled.

Engine repairs:- Screw shaft lined, trued up in the lathe, stern bush rewooded, new propeller fitted, piston rods trued up in the lathe, main bearing + connecting rod top + bottom end bolts annealed.

General Observations, Opinion, and Recommendation:—

(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, S.S. 9, 11, S. & S.S. 9, 11, or L.M.C. 9, 11, 14 or 15, S.D., &c.)

The machinery of this vessel is eligible in my opinion to remain as now classed + to have record of screw shaft examination 2-17 in the Reg. Book

Damage Repair Fee

Travelling Expenses up to 25/3/16

Travelling Expenses up to 25/4/16

Travelling Expenses (if chargeable) up to 5/2/17

10-10-0

2-4-9

2-14-6

2-5-0

Fees applied for

25th Mar 1916

29th Jan 1917

Received by me, 27th Feb 1917

Fees paid

12th Apr. 1916

27th Feb 1917

A.E. Tadmire

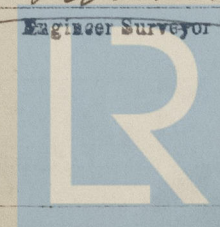
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE - 6 MAR. 1917

Assigned

as above



Lloyd's Register Foundation

007958-007966-0124 1/2

Grounding damage
machinery removed from vessel
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.
Reamed, overhauled & afterwards
fitted on board.

It is submitted that
this vessel is eligible to
remain as CLASSED.

S 2.17

[Signature]
2.3.17

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Rpt. 9a.
Port of

Continuation of Report No. 79717 dated 27 FEB 1917 on the

S.S. Corcyra. Engine repairs continued.
Tested by hydraulic pressure the H.P. cylinder to 300 lbs I.P. cylinder 100 lbs
+ L.P. cylinder to 60 lbs with satisfactory results. Main steam pipe
annealed + tested by hydraulic pressure to 400 lbs + found tight and
sound. + other minor repairs effected.
The Engines + boiler examined whilst being erected in the vessel,
+ examined under steam + the safety valves adjusted to
200 lbs.
A.E. Farminer