

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

MAY 11 1910

(Received at London Office)

-7 MAY 1910

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Port of LIVERPOOL.

Date of writing Report

When handed in at Local Office

No. in Reg. Book. *Survey held at Liverpool* Date, First Survey *May 4* Last Survey *May 6 1910*
25 in Sup. on the Machinery of the Wood, Iron or Steel of Flying Kestrel Master *D. Hopkins*
 Tonnage } Gross _____ Vessel built at *South Shields* By whom *J. I. Stringham & Co.* When *1910*
 Net _____ Engines made at *North Shields* By whom *Shields Eng. Co. Ltd.* When *1910*
 Registered Horse Power _____ Boilers, when made (Main) _____ (Donkey) _____
 No. of Main Boilers _____ Owners *Alexandra Towing Co. Ltd.* Port *Liverpool* Voyage *Towing*
 No. of Donkey Boilers _____ Steam Pressure _____
 in Main Boilers _____ If Surveyed Afloat or in Dry Dock *afloat - Carriss' Dr.* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers _____

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) *Crank pin*

(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.	Year Assigned or re-assigned.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A 1 (Class Contemplated)		

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?
 Do. " Donkey " " " "
 If this was not done, state for what reasons? *Not due for survey*

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? 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?
 Has screw shaft now been drawn and examined? Is it fitted with continuous liner? 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? *Not seen*
 If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Complete*

The HP crank pin being slack in the after web, a new pin has been fitted.

General Observations, Opinion, and Recommendation:— *The above is reported for the information of the Committee.*

Survey Fee (per Section 28) £ _____ Fees applied for _____
 Special Damage or Repair Fee (if any) (per Section 28.) £ _____ Received by me, _____
 Travelling Expenses (if chargeable) £ _____

B. G. Oxford
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute LIVERPOOL. 10 MAY 1910

Assigned

Transmit to London.



Lloyd's Register Foundation

Crank shaft repaired.

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

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.

JW
12/6/10

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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