

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

FRI. MAR. 12. 1915

(Received at London Office)

Date of writing Report 10th March 1915 When handed in at Local Office 11th March 1915 Port of Southampton
 No. in Reg. Book. 283 Survey held at Southampton Date, First Survey 4th March Last Survey 7th March 1915
 on the Machinery of the Wood, Iron or Steel S.S. Basil Master W. E. Costain
 Tonnage { Gross 3223 Vessel built at Belfast By whom Workman, Clark & Co. When 1895 10
 Net 2092 Engines made at Do By whom Do When 1895
 Registered Horse Power { 334 Boilers, when made (Main) 1895 (Donkey)
 No. of Main Boilers 3 Owners Booth S.S. Co Ltd Port Liverpool Voyage Govt. Transport
 No. of Donkey Boilers 0 If Surveyed Afloat or in Dry Dock No. 5 Dry Dock & Low. Dk.
 Steam Pressure in Main Boilers 180 lb. (State name of Dock.)
 in Donkey Boilers ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) B.D. & Sail shaft

(Periodical Surveys, when held, must be reported in detail and verification 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 " " " None

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? 180 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 ✓

Is the shaft now fitted new? No

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? 1/16

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

B.D. - The three main boilers examined internally and externally. Their mountings examined and safety valves adjusted under steam to above pressure. The propeller shaft drawn inboard and examined. Propeller, sea connections and their fastenings examined.

General Observations, Opinion, and Recommendation:— This vessels' boilers are now in

(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.)

safe working condition and eligible, in my opinion, to remain as classed with notation B.D. 3.15 also examination of propeller shaft 3.15

Survey Fee (per Section 88) £ 2 : 0 : 0

Special Damage or Repair Fee (if any) £ 2 : 2 : 0

Travelling Expenses (if chargeable) £ :

Fees applied for

11/3/1915

Received by me,

19/3/1915

A. Elliott Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUE. MAR. 16. 1915

Assigned B.D. 3.15

TUE. JUN. 22. 1915
TUE. MAY. 2. 1916
TUE. 13 JUN. 1916

Lloyd's Register Foundation

FRI. JUL. 27. 1917

3 JUL. 1917

TUE. 24. APR. 1917

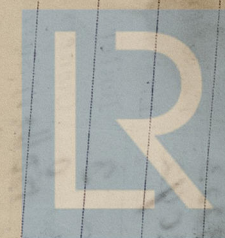
BS due 9. 14 been & served
Thrift. Bond

It is submitted that
this vessel is eligible for
THE RECORD. BS 3. 15

SS. 15.

D.P.
12. 3. 15

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.



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