

Report of Survey for Repairs, &c., of Engines and Boilers. No. 71957

(Received at London Office) FRI. 13 JUN. 1919

Date of writing Report 4 June 1919 When handed in at Local Office 4 June 1919 Port of NEWCASTLE-ON-TYNE

Survey held at South Shields & Tyne Dock Date, First Survey 1st May Last Survey 24 May 1919 (No. of Visits 5)

on the Machinery of the Wood, Iron or Steel of *America & Nemesis* Master

Gross 5550 Net 315 Vessel built at Sunderland By whom R. Thompson & Sons Ltd When 1917-5

Engines made at Sunderland By whom J. E. Marine Coy Ltd When 1917-5 (Donkey)

Boilers, when made (Main) 1917 Owners *The Shipping Controller (R. War & Co. 1917)* Port *LONDON Glasgow Voyage*

If Surveyed Afloat or in Dry Dock *Middle Dry Dock* (State name of Dock.)

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now required.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1 Class Contemplated <i>not yet assigned</i>		

Particulars of Examination and Repairs (if any) *Tail Shaft & Propellers*

Medical Surveys, when held, must be reported in detail and seriatim 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 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 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?

Donkey " " "

Was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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?

Screw shaft now been drawn and examined? *Yes* Is it fitted with continuous liner? *Yes* or two liners? or is it without liners?

Shaft now been changed? *No* If so, state reasons

Shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

What is the distance betweenignum vite of stern bush and top of after bearing of screw shaft? *a close fit*

If survey is not complete state what arrangements have been made for its completion and what remains to be done?

Account of damage sustained to stern frame, during the launching of the vessel - propellers removed. Tail shaft drawn in. Stern tube drawn (to enable repairs to damaged frame to be effected) and afterwards refitted as before. Examined and found in good condition.

The "White" (Messrs Brigham & Cowan Ltd of South Shields) oil fuel installation has been fitted to main Boilers - fuel oil carried in double bottom tanks, and pumped to two settling tanks on deck - on deck, alley way - upon completion the installation was tested under working conditions and found satisfactory - Various Valve Controls lead to deck as required - It was noted that the plan of this installation was approved through the Sunderland office - A plan showing the general oil fuel arrangement is forwarded herewith -

General Observations, Opinion, and Recommendation: -

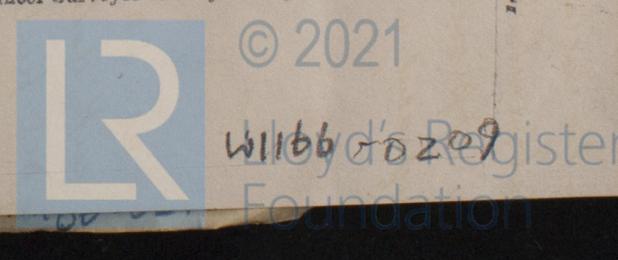
State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9, 11, B.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

In my opinion the machinery is now so far as seen in good condition and eligible for the notification of L.M.C. with date as previously recommended - Sunderland report. Fitted for burning oil fuel. above 150° F. Record Tail shaft examined 5. 19

Fee (per Section 28).....	2	Fees applied for
Damage or Repair Fee (if any).....	0	
Printing Expenses (if chargeable).....	0	
		Received by me,
		19

Leonard J. Shalleross
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 17 JUN. 1919
Signed see minute in the report.



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

Is a Certificate required? If so, to be sent to

For endorsement see 1st Entry report.

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.

JWD
16/6/19

[Faint, mostly illegible handwritten text in a ledger format, possibly containing names, dates, and numerical entries.]

THE SURVYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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