

No. 16966.

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

(Received at London Office TUE. 19 NOV. 1918)

Writing Report Nov 18th 1918 When handed in at Local Office Nov 18th 1918 Port of Barry

Survey held at Barry Date, First Survey 14th Nov Last Survey 16th Nov 1918
(No. of Visits 3)

on the Machinery of the Wood Iron or Steel S.S. War Zephyr Master —

Gross 3100 Vessel built at Sunderland By whom J. Priestman & Co When 1918
Net — Engines made at Do By whom G. Clark L^d When 1918

Boilers, when made (Main) 1918 (Donkey)
Owners Herstkind & Co (Ingr) Port London Voyage —

Surveyed Afloat or in Dry Dock In 2nd D^{ock}
(State name of Dock.)

Report No. — Port —

Particulars of Examination and Repairs (if any) Repairs

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and any 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 not done?

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 could not be thus thoroughly examined?

Were any 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 the screw shaft now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

Has the screw shaft now been changed? If so, state reasons

Has the screw shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

What is the distance betweenignum vitæ of stern bush and top of after bearing of screw shaft?

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

Was the Air Condenser examined and tested. Found all ferrules tight and have now been tightened up. and made tight

Was the Aux: feed pump examined. Found the valve seat for valve tight and has now been fitted. A new valve seat has now been fitted. Aux: feed pump examined under working condition and found in good working order

Was the intermediate stop valve. valve and seat damaged and some hard metal getting between valve and seat skimmed up.

Final Observations, Opinion, and Recommendation:—The Machinery of this vessel is in good condition and is eligible in my opinion to remain as classed with record of L.M.C. No. 27366

—18 as per Sunderland Report No 27366

(per Section 28) £ : : Fees applied for

Damage or Repair Fee (if any) £ : : 19

Expenses (if chargeable) £ : : Received by me, 19

Signature: J. R. Jenkins

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Witnessed

WED. 20 NOV. 1918

Thm c. 18

Machinery Certificate Written

Lloyd's Register of Shipping

W177-0017

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Lloyd's Register of Shipping

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

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

