

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

SAT. 11 AUG. 1917

(Received at London Office

LIVERPOOL

10 AUG 1917

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Port of

Date of writing Report

When handed in at Local Office

No. in Reg. Book

Survey held at Liverpool

Date, First Survey June 7th

Last Survey August 7th 1917

(No. of Violets 31)

Tonnage

Gross 7500
Net

Vessel built at Glasgow

By whom D. W. Henderson & Co. Ltd.

When 1917

Registered Horse Power

Engines made at Newcastle

By whom Parsons Marine Steam Turbine Co. Ltd.

When 1917

No. of Main Boilers

Boilers, when made (Main)

(Donkey)

No. of Donkey Boilers

Owners Federal S. S. Co. Ltd.

Port London

Voyage

Steam Pressure in Main Boilers

If Surveyed Afloat or in Dry Dock Afloat - Brocklebank St.

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

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.R., if any).
100A1 Shelley St with fuelboard (class contemplated)		Lloyd's R.M.C. 577

Last Report No.

Port

Particulars of Examination and Repairs (if any) Boiler Turbine Repair

(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.)

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?

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? 195 lb. per sq. in.

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?

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

Was 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

By request of the Owners, examined the boilers throughout and found that about 70 screw stays had been leaking slightly, also that the stay holes through the butts had been cleared of the thread except in the outside strap. All the leaking stays and those through the butts have been removed, the holes re-tapped and new stays fitted. In the four wing boilers, the Owners decided to renew the five rows of stays in way of the fires, which has been done. In addition to above a few other stays have also been renewed. After the stays were renewed the boilers were tested under water pressure to 300 lb per sq. in. and found satisfactory.

The safety valves were afterwards tested under steam.

The leading of the port L.P. turbine being damaged, 17 rows of blades, both in the rotor and casing have been removed. The leading of the starboard H.P. turbine recaulked.

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, M.&F.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

The machinery of this vessel, so far as seen, is in good condition and, in our opinion, eligible to be classed.

Survey Fee (per Section 28) £
Special Damage or Repair Fee (if any) (per Section 25) £
Travelling Expenses (if chargeable) £

Fees applied for
10
Received by me,
10

John Dykes B. Sc. Oxford, R.D. Philist
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

LIVERPOOL 10 AUG 1917

Assigned Transmit to London



Lloyd's Register Foundation

W138-0052

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

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