

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

(Received at London Office)

TUE APR. 28. 1914

Date of writing Report 27th April 1914 When handed in at Local Office 27th April 1914 Port of Southampton
No. in Reg. Book 1249 Survey held at Southampton Date, First Survey 9th April Last Survey 22nd April 1914
on the Machinery of the Wood, Iron or Steel S. S. "Brittany" Master J. A. Clark
Tonnage Gross 618 Vessel built at Hull By whom Earle's Co. L^d When 1910
Net 252 Engines made at Do. By whom Do. When 1910
Registered Horse Power 82 Boilers, when made (Main) 1910 (Donkey) ✓
No. of Main Boilers 2 Owners Lon. & S. W. Railway Co. Port Southampton Voyage French ports.
No. of Donkey Boilers 0 If Surveyed Afloat or in Dry Dock N^o 2 Dry Dk
Steam Pressure in Main Boilers 165 (State name of Dock.)
in Donkey Boilers ✓

Last Report No. Port
Particulars of Examination and Repairs (if any) Condition

(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.)

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

CHARACTER. As for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned and expired.	Machinery and Boiler Survey (including date of N.B., if any).
<u>+100 A1.</u> <u>with freeboard</u> <u>10.13</u> <u>In English Channel Service</u>		<u>+L.M.C. 8.10.</u>

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? No
Do. " Donkey " " " None
If this was not done, state for what reasons? Not full

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? No To what pressure were they afterwards adjusted under steam? Not adjusted

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? No , and of the Donkey Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? No , and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? No , 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? 1/8

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

Propeller and sea-connection fastenings examined. Propeller shaft drawn inboard and examined. Propeller washed at tips now renewed.

General Observations, Opinion, and Recommendation:— This vessels' machinery, so far as
(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.&N.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)
seen, is in safe working condition and eligible, in my opinion, to remain as classed
without further record

Survey Fee (per Section 28)..... £	Fees applied for 19 Received by me, 19	<u>R. Elliott</u> Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Special Damage or Repair Fee (if any)..... £		
Travelling Expenses (if chargeable)..... £		

Committee's Minute FRI. MAY. 1-1914
Assigned As now
TUE MAY. 4-1915

Screw lift examd

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.

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S/S

19.4.14

RETAIN

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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