

No. 8056

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

(Received at London Office)

MON 12 DEC 1918

Report No. 13-1600-10/18 When handed in at Local Office 19 Port of Belfast

Survey held at Belfast Date, First Survey 22<sup>nd</sup> Nov Last Survey 13<sup>th</sup> Dec 1918

on the Machinery of the Wood, Iron or Steel S.S. Assistant Master

Gross 42 1/2 Vessel built at Londonderry By whom North of Ireland S. G. G. 1918-12

Net 26 1/3 Engines made at Manchester By whom Westinghouse Coy When

Boilers 3 Boilers, when made (Main) 1918 (Donkey) 1918

Owners Moss Line L<sup>td</sup> Port Liverpool Voyage Liverpool

Boilers 1 Owners Moss Line L<sup>td</sup> Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Boilers 100 If Surveyed Afloat or in Dry Dock Penarth Dock Belfast

Boilers 100

Report No. Port Damage

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 repairs, if any, and, in detail, 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.

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 not done.

Was a damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey " " "

not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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?

Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

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

How been changed? No If so, state reasons

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

Distance between ligum vite of stern bush and top of after bearing of screw shaft? 6

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

Damage stated to have been sustained on 14<sup>th</sup> Nov 1918 by taking round in Lough Fagle, on return from Official Trial Trip.

Work done as recommended:- Vessel placed in dry dock, main inspection done, and Main Condenser covers opened out for examination,

Condenser water ends cleared of loose matter. Propeller and

cock fastenings examined, and found undamaged.

Work done, not due to Damage:- Propeller, (Cast iron solid, four bladed

removed, and a new propeller, built, four Mang<sup>er</sup> Bronze

bladed type) fitted.

Complete the Spare Gear test, a set of "pads" sufficient for one pass

the Main Shaft Block (Nichell type), is to be placed on board

arrival of the vessel at Liverpool, Liverpool advised.

Observations, Opinion, and Recommendation:- The machinery of this vessel

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, R.S. 11, S. 11, or S.M.C. 11,

my opinion, is in safe working condition, and eligible for record

N.C. 12-18, as recommended in Manchester Report No 4754,

provided the spare gear be completed as indicated above. Re-

lubricating pump on Port Turbine be repaired or renewed.

per Section 28) £ : : Fees applied for 2-12-1918

Go to Repair Fee (if any) £ 3 : 3 Received by me, R. F. Beveridge

Expenses (if chargeable) £ : : 17.12.19

tee's Minute FRI. 10 JAN. 1919 FRI. 14 FEB. 1919

R. F. Beveridge  
Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation  
W141-0054



Noted  
JW

17/12/18

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