

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

(Received at London Office)

JUN 27 1914

Date of writing Report *25 Feb* 1914 When handed in at Local Office *10* Port of *Rotterdam*

No. in Reg. Book. Survey held at *Leiderdorp Rotterdam* Date, First Survey *30 Dec* Last Survey *24 Feb* 1914

on the Machinery of the *Wood* or Steel *S/S* **LEWIS CASTLE** Master *Luke Carman*

Tonnage { Gross Vessel built at *Leiderdorp* By whom *Cabr. Boof* When *1913*  
Net Engines made at *Stockholm* By whom *Elvers & C. Bolinder* (Donkey)

Registered Horse Power No. of Main Boilers Boilers, when made (Main)

No. of Donkey Boilers Owners *Phoenix Transport Co. Ltd* Port *London* Voyage *Antwerp*

Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock (State name of Dock.)

in Donkey Boilers

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 for Survey.	Machinery and Boiler Surveys (including date of N.B., if any).

Last Report No. Port

Particulars of Examination and Repairs (if any) *Fitting Motor*

(Periodical Surveys, when held, must be reported in detail and serially in the forms 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? ☒

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

Has 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? ☒

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

The *120 BHP* two stroke cycle reversible Bolinder motor referred to in Stockholm report N<sup>o</sup> *1219* has now been fitted on board of this vessel in accordance with the rules, approved plans and Sec. letters.

The engine has been connected to the seatings in a satisfactory manner, the shafting and various connections examined on various dates and tried under full working conditions.

Number of revolutions at full power ahead *245* - Astern *240*  
lowest number of revolutions maintained for manoeuvring purposes *135*.

No speed trial has been held, same will be held on the vessel's arrival in the River Thames.

The engine was further tried ahead and astern and

General Observations, Opinion, and Recommendation:— The machinery of this vessel has been fitted on board in accordance with the Society's rules and found working satisfactory. I am of opinion that the vessel is eligible to be recorded in the Society's Registerbook with notation of **LMC 2-14** when the survey has been completed.

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

Survey Fee (per Section 25) *12.00* Fees applied for *24/2* 1914  
Special Damage or Repair Fee (if any) *12.50*  
Travelling Expenses (if chargeable) *15.00* Received by me, *26/2* 1914

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

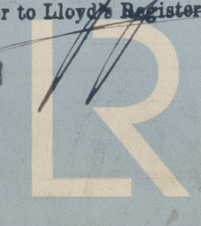
Committee's Minute

TUE. JUN. 23. 1914

FRI. JUL. 24. 1914

Assigned

No action



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W1503-0028

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



manoeuvring satisfactory.

All fuel tanks have been tested as required and found tight.

The bilge pumps to main motor and to motor winch were found working satisfactory.

The intermediate shaft has been examined by me during construction, material tested as required and found good. Shaft stamped for identification.

2000  
N<sup>o</sup> 578  
93-11-13

The copy of Stockholm report N<sup>o</sup> 1219 and the approved pumping plan is forwarded herewith.

The following spare gear has been supplied on board.

One ignition ball, 4 piston springs, 2 fuel injection nozzles for each cylinder, 6 cleaning needles, one fuel pressure and one fuel suction ball valve, one lubricating valve for oil pump, 6 fuel valves and 6 springs for same, 2 speed regulators, 1 spiral spring and 1 bonnet plate for regulator, 1 spring for reverse pump, packing for compressor, 1 lamp burner.

It has been recommended that the following spare parts should be supplied on the vessel's arrival at London. Two top end bolts and nuts, two bottom end bolts and nuts, two bearing bolts and nuts, 1 set of coupling bolts.

An approved fire extinguishing apparatus.

No marks could be found on the two air vessels although it was reported that same were tested, but it has been recommended that same should be tested to twice the working pressure on the vessel's arrival at London to which port the vessel will sail at the end of this week from Antwerp.

G. G. Cho

N.B.—If this Report is copied by Copying Press, special 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.

OF THE SURVIVORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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