

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

(Received at London Office 23 JUL 1914)

Date of writing Report 22<sup>nd</sup> July 1914 When handed in at Local Office 23<sup>rd</sup> July 1914 Port of London

No. in Survey held at Battersea Date, First Survey 4 Last Survey 22<sup>nd</sup> July 1914  
g. Book. 496 on the Machinery of the Wood, Iron or Steel 5<sup>th</sup> "LEWES CASTLE." (No. of Vessel) 16 Master L. Carman

Gross Tonnage            Vessel built at Leiderdorp By whom Gebr. Boot When 1914  
Net Tonnage            Engines made at Stockholm By whom J. G. Bolinders & Co When 1914  
Registered Horse Power            Boilers, when made (Main)            (Donkey)             
No. of Main Boilers            Owners Brown & Lawee Port London Voyage Coasting  
No. of Donkey Boilers            If Surveyed Afloat or in Day Dock River Thames at  
Steam Pressure in Main Boilers            Youngs Wharf. (State name of Dock.)  
in Donkey Boilers           

Last Report No.            Port            COMPLETION OF L.M.C.

Particulars of Examination and Repairs (if any)           

Periodical Surveys, when held, must be reported in detail and seriatim 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 " " "  Motor Engines.

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? no. Is it fitted with continuous liner?  or two liners?  or is it without liners?

Has shaft now been changed? no. 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.

See Rotterdam Report No 9048<sup>8</sup>

How done. Two small Air receivers examined and tested by hydraulic pressure to 350lbs per sq in & found sound & tight. For identification the receivers were stamped thus: - DR. The following list of spare gear which is now on board examined. Two top end bolts & nuts. Two bottom end bolts and nuts. Two main bearing bolts and nuts & one set of coupling bolts & nuts. A patent "Minimax" fire extinguisher and a spare charge for same is also on board. This Vessel is about to be sold to Messrs John Summers & Sons Ltd of Shotton, Cheshire.

General Observations, Opinion, and Recommendation: - This Vessels Machinery as far as seen is in order and eligible in my opinion to have the record of L.M.C 2-14 as previously recommended.

Survey Fee (per Section 28)            £            Fees applied for             
Special Damage or Repair Fee (if any)            £            Received by me,             
(per Section 28.)            £                        
Travelling Expenses (if chargeable)            £                      

FRI. JUL. 24. 1914

Committee's Minute           

Assigned + L.M.C 2.14  
(Oil Engines)

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

**LLOYD'S REGISTER OF SHIP AND MACHINERY**

Lloyd's Register Foundation

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

Call 217-

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

Oil engines, classification survey  
now completed.

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.

It is submitted that  
this vessel is eligible for

THE RECORD, + LMC 2. 14

Oil engines 2 Cy. 15" - 16½"

25C. 5A.

J. & C. G. Bolinders & Co. Ltd  
Skm.

(Annual survey)

JWD

24/7/14

978

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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