

No. 76837

t. 9.

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

(Received at London Office)

23 JUL 1914

Date of writing Report 22nd July 1914 When handed in at Local Office 23rd July 1914 Port of LondonNo. in Survey held at Battersea Date, First Survey 4 Last Survey 22nd July 1914
g. Book. 496 on the Machinery of the Wood, Iron or Steel S/S "LEWES CASTLE." (No. of Vessel) 16 Master L. Carman.Gross Net Vessel built at Leiderdorp By whom Gebr. Boot When 1914
Engines made at Stockholm By whom J. C. S. Bolinders & Co. When 1914
Boilers, when made (Main) Boilers, when made (Main) (Donkey) ✓
Owners Brown & Lawee Port London Voyage Coasting
If Surveyed Afloat or in Day Boat River Thames at Youngs Wharf.
(State name of Dock.)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 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 " " " ✓ 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? ho. Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓Has shaft now been changed? ho. 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 9048⁸How 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 Vessel's Machinery 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.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

far as seen is in order and eligible in my opinion to havethe record of L.M.C. 2-14 as previously recommended.Survey Fee (per Section 28) £ 1 Fees applied for 19Special Damage or Repair Fee (if any) £ 1 Received by me, J. Robinson.Travelling Expenses (if chargeable) £ 1 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.Committee's Minute ✓ FRI. JUL. 24. 1914Assigned + L.M.C. 2.14(Oil Engines)

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

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

Lloyd's Register
Foundation
W1503-0058

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"
2SC. 5A.
J. & B. G. Bolinders & Co. Ltd
Skm.
(Annual survey)

JWD.
24/7/14
DPA

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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