

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

(Received at London Office)

FRI. 14 JAN 1910

Date of writing Report Jan 13<sup>th</sup> 1910. When handed in at Local Office 19 Port of London.

No. in Reg. Book. Survey held at London. Date, First Survey and Last Survey Jan 10<sup>th</sup> 1910.

423 on the Machinery of the Wood Iron or Steel SS "Hile." Master (No. of Visits) over.

Tonnage Gross 8894 Net 4199 Vessel built at Greenock By whom Baird & Co. Ltd. When 1906-6

Registered Horse Power 707 Engines made at " By whom " When 1906

No. of Main Boilers 2 Boilers, when made (Main) 1906 (Donkey) 1906

No. of Donkey Boilers 1 Owners J & O. Stew. Nav. Co. Port Greenock Voyage

Steam Pressure in Main Boilers 215 If Surveyed Afloat or in Dry Dock James I. Wks. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 215

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

(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 " " "

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? 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? about 1/4

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

Propellers, sea fastenings & connections & fastenings examined externally.

General Observations, Opinion, and Recommendation:— As far as seen, this vessel's machinery is in good working order.

Survey Fee (per Section 26) £ Fees applied for 10

Special Damage or Repair Fee (if any) £ Received by me, 10

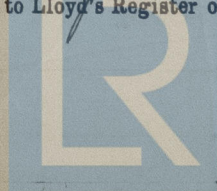
(per Section 28.)

Travelling Expenses (if chargeable) £

Committee's Minute TUES. 1 FEB 1910

Assigned as noted.

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



Lloyd's Register Foundation

W1541-0129



It is submitted that  
this vessel is eligible to  
remain as CLASSED.

JWD

29/1/10

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