

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

(Received at London Office

THU. MAY 6 - 1915

Date of writing Report 3-5-15 When handed in at Local Office 4-5-15 Port of Hull

No. in Reg. Book. 645 Survey held at Hull Date, First Survey 9 Last Survey 23-4-1915
(No. of Visits one)

645 on the Machinery of the Wood, Iron or Steel Sc Ctr Pioneer Master

Tonnage { Gross 47 Vessel built at Kirkcaldy By whom P. McGregor & Sons When 1906-4
Net - Engines made at Paisley By whom Fisher & Co When 1906

Registered { 40 Boilers, when made (Main) 1906 (Donkey) -
Horse Power {
No. of Main Boilers one Owners City Towing Co Port Hull Voyage Towing

No. of Donkey Boilers ✓
Steam Pressure in Main Boilers 130 ✓ Surveyed Afloat or in Dry Dock St Andrews
in Donkey Boilers ✓ (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys	Years Assigned now expired	Machinery and Boiler Survey (including date of R.E., if any).
<u>100 A- for</u>		<u>LMC 5, 10</u>
<u>towing purposes</u>		<u>BS 12, 14</u>
<u>12, 13</u>		<u>S 3, 13</u>
<u>SS Hull No 1-10</u>		

Last Report No. PortParticulars of Examination and Repairs (if any) Part MS

(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?

BS not due.

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? yes Is it fitted with continuous liner? ✓ or two liners? yes or is it without liners?Has shaft now been changed? no If so, state reasonsIs the shaft now fitted new? no 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?

Good fit.

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

Machinery to be

examined throughout, except as above, at first opportunity. The owner states that, owing to the demand for this vessel arising from the war, no time can be spared at present to complete the survey.

The screw shaft, propeller, sea connections & fastenings examined & found satisfactory.

The stern bush rewooded, & gland rebushed.

General Observations, Opinion, and Recommendation:— This vessel's machinery, so

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

far as examined appears to be in fair condition, but as the year of grace allowed to complete the SS No 2 has now expired, this report is forwarded for the information of the Committee.

Shaff. 4-15

Survey Fee (per Section 88) £ : : Fees applied for

Special Damage or Repair Fee (if any) (per Section 88.) £ ✓ : : 19

Travelling Expenses (if chargeable) £ : : Received by me, 19

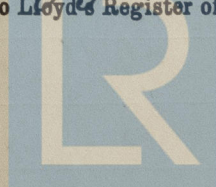
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

TUE. MAY 11, 1915

TUE. JUL 6 - 1915

Assigned

Referred

Lloyd's Register Foundation

W1550-0223

S.S. No 2 due 4. 14. held out
only as regards docking, survey
to be completed 1st opportunity.

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

S. 4. 15

Note screw shaft &
sea connections as
per S.S.

D.P.
7.5.15

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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