Rpt. 9.

No. 10779.

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

(Received at London Office 10 DEC 1918)

Date of writing Report 21 Dec 18 When handed in at Local Office 19 Port of GRIMSBY.

No. in Reg. Book. 245 Survey held at Grimsby. Date, First Survey 8 Nov. Last Survey Dec 21 1918 (No. of Visits 5)

on the Machinery of the ~~Wood, Iron~~ or Steel S.S. Howard. Master

Tonnage { Gross 209 Net 79

Registered Horse Power 60

No. of Main Boilers 1

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 180

in Donkey Boilers ✓

Vessel built at Selby. By whom Cochrane & Sons When 1905-10

Engines made at Hull. By whom C.D. Holmes & Co When 1905.

Boilers, when made (Main) 1918 (Donkey) ✓

Owners Howard S.S. Co. Port Grimsby Voyage Fishing.

If Surveyed Afloat or in Dry Dock (State name of Dock.) Not Dk Wed 18 Dy.

Last Report No. Port

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 Period.	Machinery and Boiler Surveys (including date of H.B., if any).
+ — 9/15. Shy Harbr. 22 Jun 1902-13		+

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

Particulars of Examination and Repairs (if any) Reclassification

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 notes 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? New Boiler now fitted

Do. " Donkey " " " "

If this was not done, state for what reasons?

In what parts of the Boilers could not be thus thoroughly examined?

In 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? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

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? New, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? none, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler?

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

Has shaft now been changed? no If so, state reasons

Is shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

What the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? 4.

If Survey is not complete state what arrangements have been made for its completion and what remains to be done? The cylinders, pistons, valves, crank shaft, pumps & condenser to be examined. This will be done at the next overhaul in about 6 months.

The screw shaft drawn & found cracked at aft end of cone. Recommended a new shaft in 6 months.

The thrust shaft, sea connections, propeller, outside fastenings, & pumping arrangement examined & found satisfactory.

The Boiler described in Rept. 7458 now fitted in place & securely fastened.

The mountings fitted are those from the old Boiler, now examined & overhauled.

Main steam pipe annealed & tested to 180 lbs water pressure.

General Observations, Opinion, and Recommendation:— This vessel will be eligible

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, 160 lb., F.D., &c.)

to have her Class re-instated in the Register Book at notations + LMC with date & + NB. 12.18 when the survey is completed. Subject to a new screw shaft being fitted record of N.B. 18 in Black should now be made.

Fee (per Section 28) £ : :

Damage or Repair Fee (if any) (per Section 28.) £ : :

Incidental Expenses (if chargeable) £ : :

Fees applied for 19

Received by me, 19

D. Ritchie

Engineer Surveyor to Lloyd's Register of Shipping.

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

If Stockless, state Mechanical Tests.

Committee's Minute FRI. 3 JAN. 1919

Signed No action

W1553-0071

Re instatement of Class.

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 WILL BE eligible for the record. + L.M.C. 12-18, when the cylinders, pistons, slides, crank shaft, pumps and condenser, have been examined

It is submitted that this vessel is eligible for THE RECORD. + N.B. 12-18.
2 pf C.S. 33½. H.S. 1155.
S. 12-18.

It is submitted that this vessel is eligible to remain as CLASSED. subject to the screw shaft being renewed before the end of June 1919.
HHA
30/12/18

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.