

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

SAT. 11 APL 1908

(Received at London Office)

Date of writing Report *Apr. 9 1908* When handed in at Local Office *Apr. 9 1908* Port of *Hull*
No. in Reg. Book. *338* Survey held at *Hull* Date, First Survey *May 17th* Last Survey *Apr 1st 1908*
338 on the Machinery of the *Wood, Iron or Steel* *Hawker "PERICLES"* Master
Tonnage Gross *267* Net *103* Vessel built at *Beveray* By whom *book, welln & Gemmell* When *1903-5*
Registered Horse Power *78* Engines made at *Hull* By whom *Amos & Smith* When *do*
No. of Main Boilers *158* Boilers, when made (Main) *1903-5* (Donkey) *None*
No. of Donkey Boilers *-* Owners *JS Hawling Compagnie* Port *Port* Voyage *Holbing*
Steam Pressure in Main Boilers *200* *Is Surveyed Afloat or in Dry Dock* *Andrews Slipway* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)
in Donkey Boilers *-*

Last Survey No. *Port*
Particulars of Examination and Repairs (if any) *Taskings*
(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.)

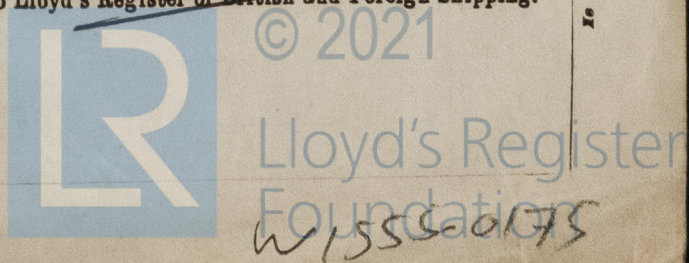
In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? *Yes* also whether any damage report was made, and, if so, by whom? *Yes*
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *No*
Do. " Donkey " *Yes*
If this was not done, state for what reasons? *Not due for survey*
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? *Yes* To what pressure were they afterwards adjusted under steam? *Yes*
Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes* To what pressure were they afterwards adjusted under steam? *Yes*
Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *Yes* and of the Donkey Boiler? *Yes*
Did the Surveyor examine the drain plugs of the Main Boilers? *Yes* and of the Donkey Boiler? *Yes*
Did the Surveyor examine all the mountings of the Main Boilers? *Yes* and of the Donkey Boiler? *Yes*
Has screw shaft now been drawn and examined? *Yes* Is it fitted with continuous liner? *Yes* or two liners? *Yes* or is it without liners? *Yes*
Has shaft now been changed? *No* If so, state reasons *-*
Is the shaft now fitted new? *Yes* Has it a continuous liner? *Yes* or two liners? *Yes* or is it without liners? *Yes*
State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *5*
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Complete*

Vessel placed upon the Slipway. Exam^d the propeller, stern bush & fastenings of sea connections & found same in order. Propeller shaft (Cont liner) drawn, found in good condition & replaced.

General Observations, Opinion, and Recommendation:— *The machinery of this vessel as far as can be seen is now in good working condition eligible in my opinion to remain as classed & to have record of class 3-08 in the Register Book.*

Survey Fee (per Section 28) *£ 19* Fees applied for *19*
Special Damage or Repair Fee (if any) *£ -* Received by me, *19*
Travelling Expenses (if chargeable) *£ -*
John L. Gwynne
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *1UES 14 APL 1908*
Assigned *as now*



Screw Thapf examined

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

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.

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11.4.08

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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