

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

(Received at London Office

24 JUN 1915)

Date of writing Report 9th June 1915 When handed in at Local Office 9th June 1915 Port of London

No. in Reg. Book. Survey held at London Date, First Survey 23rd April Last Survey 8th June 1915 (No. of Visits 4)

on the Machinery of the ~~Wood, Iron or Steel~~ "DUNLOP BREMNER & CO" Master "H.M.S. VERONICA"
Tonnage { Gross _____ Net _____ Vessel built at _____
Registered Horse Power { _____ Engines made at _____
No. of Main Boilers _____ Boilers, when made (Main) _____ (Donkey) _____
No. of Donkey Boilers _____ Owners _____ Port _____ Voyage _____
Steam Pressure in Main Boilers _____ If Surveyed Afloat or in Dry Dock _____
in Donkey Boilers _____ (State name of Dock.) _____

Last Report No. _____ Port _____
Particulars of Examination and Repairs (if any) NEW PROPELLERS

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.

Particulars of Classification <i>(which must be inserted precisely as in Register Book & Supplements).</i>		
CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned and now expired.	Machinery and Boiler Surveys (including date of N.B., if any).

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? Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons

Has 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?

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

Attended at the works of Messrs The Manganeese Bronze Co Ltd at North Greenwich & Deptford London on April 23rd May 4th & 16th & June 9th 1915 for the purpose of stamping and testing two samples cut from two four bladed right hand solid bronze propellers designated as D249 N°5208 made by them to the order of Messrs Dunlop Bremner & Co and intended for H.M.S. "Veronica"

The above samples were stamped & tested in my presence with the following results.

MARK.	DIA	AREA.	ELASTIC LIMIT	BREAKING STRAIN TONS PER SQ IN	ELONGATION IN 2"
D249 N°5208 1R	7.98	.500	18.5 Tons	33.5 Tons	22.70
" " 2R	7.98	.500	18 Tons	32 Tons	27.70

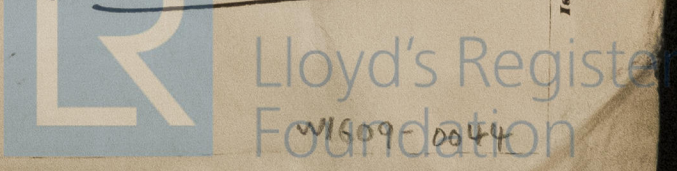
For identification the Propellers were stamped thus:- DR.

General Observations, Opinion, and Recommendation:— The above is reported for
(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., E.D., &c.)
the information of the Committee.

Survey Fee (per Section 28).....	£	:	:	Fees applied for
Special Damage or Repair Fee (if any).....	£	:	:	
(per Section 28.)				Received by me,
Printing Expenses (if chargeable).....	£	:	:	19

Committee's Minute
Signed _____

J. R. Robinson
Engineer Surveyor to Lloyd's Register of Shipping.



Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to