

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

(Received at London Office) FRI. SEP. 13. 1912

Date of writing Report 10<sup>th</sup> Sept 1912 When handed in at Local Office 11<sup>th</sup> Sept 1912 Port of **CARDIFF**

No. in Reg. Book. 980 Survey held at Penarth Date, First Survey 9 Last Survey 9<sup>th</sup> Sept 1912

on the Machinery of the ~~Wood, Iron or Steel~~ **Sc. Ss. Tregarth** Master

Tonnage { Gross 2000 Net

Vessel built at { Port Glasgow By whom { Dunlop When 1912

Engines made at { Port Glasgow By whom { Bremner & Co. Ltd When 1912

Boilers, when made (Main) 1912 (Donkey)

Owners **Sea S. Co. Ltd (R. J. P. & Sons)** Port **Liverpool** Voyage **Liverpool**

Is Surveyed Afloat or in Dry Dock **Penarth** (State name of Dock.)

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

CHARACTER. 100A1  
Date of last Survey and of Periodical Surveys.  
Year when last surveyed.  
Machinery and Boiler Surveys (including date of M.B., if any).

Last Report No. Port

## Particulars of Examination and Repairs (if any) Classification

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

Has the shaft now fitted new? ☒

Has it a continuous liner? ☒

or two liners? ☒

or is it without liners? ☒

State the distance between ligum vitae of stern bush and top of after bearing of screw shaft? **Not seen.**

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

**New Springs are to be fitted to feed pump escape valves.**

**The Engineer in charge could give no information when these would be fitted.**

**Now done. New struts fitted for carrying feed heater, these are connected to deck beams, feed heater, and to tank top by gusset plates.**

**New pins and plates fitted to boiler fastenings**

General Observations, Opinion, and Recommendation:— **The work now done is good.**

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. 2, 11, B. & M.S. 2, 11, or L.M.C. 2, 11, 140 lb., F.D., &c.)

**Efficient, and the vessel is eligible in my opinion to**

**and the notation **L.M.C. 7.12** in Register Book, when**

**Re springs are fitted to feed pump escape valves.**

Survey Fee (per Section 28) £ : : Fees applied for

Special Damage or Repair Fee (if any) £ : : 19

(per Section 28.)

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

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

Committee's Minute FRI. SEP. 20. 1912

Assigned

**L.M.C. 7.12**  
(on basis of telegram from L.M.C.)



Lloyd's Register  
Foundation

W186-0062



It is submitted that this  
vessel will be eligible  
for the record of +LMC 7.12  
when new springs have  
been fitted to the feed  
pump escape valves.  
No arrangement has  
been made for this  
to be done.

J.W.D.  
13/9/14

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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