

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

(Received at London Office)

22/5/19

Date of writing Report 22nd May 1919 When handed in at Local Office 22nd May 1919 Port of London

Survey held at London Date, First Survey and Last Survey 21st May 1919
(No. of Visits 1)

on the Machinery of the Wood, Iron or Steel S/S. "PORT NICHOLSON" Master

Gross Tonnage 8465 Vessel built at Newcastle By whom Hawthorn Leslie & Co Ltd. When 1918
Net Tonnage 968 Engines made at Newcastle By whom Hawthorn Leslie & Co Ltd. When "

Registered Horse Power 4 Boilers, when made (Main) 1918 (Donkey)

of Main Boilers 4 Owners Commonwealth & Dominion Line Ltd. Port London Voyage

of Donkey Boilers 200 If Surveyed Afloat or in Dry Dock

Main Boilers 200 (State name of Dock.)

Donkey Boilers 200 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Previous Report No. " Port "

Particulars of Examination and Repairs (if any) Condition

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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 " " "

What was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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

Is the distance between lignum vite of stern bush and top of after bearing of screw shaft?

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

How done

Safety valves on the Forward and After Starboard Boilers, adjusted under steam to 205 lb. per sq. in., in accordance with the attached letter.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in good condition & vessel is eligible in my opinion to remain as classed.

Fees applied for
Damage or Repair Fee (if any) £ : :
Expenses (if chargeable) £ : :
Received by me, £ : :
19

C. H. Fowling
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W209-0217

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

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

For endorsement see 1st Entry
report attached.

JWD

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

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



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