

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

(Received at London Office)

THU. JUL. 11. 1912

Date of writing Report 8. 7. 12 When handed in at Local Office 10 July 1912 Port of CARDIFF

Survey held at Cardiff Date, First Survey 1 Last Survey July 1912

on the Machinery of the Wood, Iron or Steel S.S. AGNES DUNCAN Master

Gross 2570 25/12 Vessel built at Pt. Glasgow By whom B. Duncan & Co. Ltd. When 1912-7

Net 1472 Engines made at Glasgow By whom J. G. Kincaid & Co. Ltd. When 1912

Boilers, when made (Main) 1912 (Donkey)

Owners J. T. Duncan & Co. Port Cardiff Voyage Rough

If Surveyed Afloat or in Dry Dock at Street, D. S.

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

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CHARACTER. for Special Survey, Date of last Survey and of Periodical Surveys.	Year and month when last surveyed.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+ 10 A. 1.</u>		<u>H.M.C. 7/12</u>
<u>Class 7/12</u>		
<u>Completed</u>		

Particulars of Examination and Repairs (if any) Docking

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?

Did the Surveyor personally go inside each Donkey Boiler?

Where examination was not done, state for what reasons? B.S. not done

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

Has the 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?

What is the distance between lignum vite of stern bush and top of after bearing of screw shaft? A good fit

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

Vessel in Dry Dock. -

Propeller and fastenings examined and found in order. The propeller has now been changed a bronze propeller having been fitted.

General Observations, Opinion, and Recommendation: - The machinery of this vessel is as far as now seen, is eligible, in my opinion, to remain as at present classed.

Fee (per Section 28)..... £	Fees applied for	10
Damage or Repair Fee (if any)..... £		
Expenses (if chargeable)..... £		
	Received by me,	

W. Lane
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI. JUL. 12. 1912

Propeller renewed

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

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11.7.12

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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