

MON. JAN. 27. 1913

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LLOYD'S REGISTER
LONDON
REC'D 27 JAN 1913
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WEST HARTLEPOOL.

23rd. January, 1913.

James Innes.

the Owners Messrs the Netherlands Steamship Co., survey the Steel Screw Steamer "DOETON" of Amsterdam 6275 tons register as she lay upon the blocks in the North Eastern Railway Co., Central Dry Dock at West Hartlepool, for the purpose of ascertaining the amount of the damage to the Machinery stated to have been sustained through the vessel stranding on the coast at Hartlepool on the 16th January, 1913 while upon her Trial Trip.

Upon the 20th January 1913 and subsequent dates, the undersigned made the necessary examination and found, the bronze propeller blades bent and broken, and the medium pressure piston rod apparently overheated, the wind condenser reported to be leaking, the piston rod of the Control Donkey badly scored and the superheater and Natural Draught Damper gear strained. It was further reported that during the time the vessel was ashore a considerable quantity of sand was pumped through the Condenser, and that the vessel bumped heavily causing the Engines and the Boiler casings to shake and work.

RECOMMENDED that the Engines be opened out for examination, the Cylinders, pistons, slide and piston valves to be overhauled, and the medium pressure piston rod to be

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overhauled and made good. The crank shaft bearings and crank pins to be opened out, the thrust shaft horse shoe collars to be lifted out, and the tunnel shaft bearings to be opened out. The coupling belts to be removed from three sets of couplings, viz:- between crank and thrust shaft, the middle coupling of tunnel shafting, and the coupling connecting the tunnel shaft to propeller shaft, for the purpose of ascertaining the alignment. The propeller shaft to be drawn inboard and the stern bush to be examined, the propeller boss and studs to be examined, the shaft if found good to be replaced, the propeller boss to be replaced, and four new bronze blades to be fitted to the same. the Shafting to be aligned when the vessel refloats.

The Air, Circulating, Feed and Bilge pumps to be overhauled, the condenser to be opened out and tested, and the water end of the auxiliary feed pumps to be overhauled. The Control Donkey water end to be overhauled and made good, and a new piston rod to be fitted to same. The water end of the Feed Donkey, Winch Circulating Donkey and the Ballast Donkey to be overhauled and made good, and the winch condenser to be opened out tested and made good.

The Engine holding down bolts to be examined and tested, the Bilge and Ballast Tank directing valves to be overhauled, and the sea connections and Bilge injection to be overhauled and made good.

The air casings connected with the Forced Draught installation, and the Boiler casings, where started, to be overhauled and made good, and the superheater and Natural Draught Damper gear to be overhauled and made good. The Boilers internally to be washed down with the hose, and the Boiler fastenings to be examined.

Upon opening out should any further damage be found to either Engines or Boilers the same to be made good.

All fittings removed to get at the repairs to be replaced and made good, in order to place the machinery in as

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good and efficient a condition as previous to the casualty.

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Referred to the Chief Engineer Burnell.

Also for Mr. S. J. Miller, 1800046
and Mr. Adams 10 10504
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