

No. 14597

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

(Received at London Office)

TUE FEB 25 1913

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|--------------------------------|---|-----------------------------------|---|-------------------------|
| Date of writing Report | 24 Feb 1913 | When handed in at Local Office | 24 Feb 1913 | Port of West Hartlepool |
| No. in Reg. Book. | Survey held at West Hartlepool | | Date, First Survey | 25 Jan 1913 |
| 955 | on the Machinery of the Wood, Iron or Steel | | Last Survey | 24 Feb 1913 |
| Gross | 6275 | Steamer | Master | J. C. Braak |
| Net | 4507 | Boatton | No. of Visits | 9 |
| Registered Horse Power | 624 | By whom | Wray & Co | YEAR. |
| No. of Main Boilers | Two | When | 1913 | MONTH. |
| No. of Donkey Boilers | — | Engines made at | West Hartlepool | |
| Steam Pressure in Main Boilers | 100 | Boilers, when made (Main) | 1913 | |
| in Donkey Boilers | — | Owners | Holland Stoomvaart Maats Port Amsterdam | |
| | | If Surveyed Afloat or in Dry Dock | With Central | Voyage Amsterdam |
| | | (State name of Dock.) | | |

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

| CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys. | Examined now expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|--|-----------------------------|--|
| - 100 A1 | | |
| Class contemplated | | |

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage

Periodical Surveys, when held, must be reported in detail and verbatim 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? Yes Was a damage report made by anyone else? If so, by whom? James

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

Has shaft now been changed? No If so, state reasons. —

Is the shaft now fitted new? — Has it a continuous liner? — or two liners? — or is it without liners? —

State the distance between lignum vite of stern bush and top of after bearing of screw shaft? None

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? The main boiler safety valves will be adjusted upon the vessel arrival at Amsterdam to which port vessel sails to from here. Surveyors advised.

Damage stated to have been sustained through grounding at Hartlepool when on trial trip.

The engines opened out and examined. cylinder bearings. Piston, slide and piston faces good. medium pressure piston rod and packing untroubled. Valve gear good. The crank shaft, crank pins. Thrust shaft and tunnel bearings good. Thrust bearing shoes good. The Propeller shaft drawn inward good. Stern bush and tube good. Propeller boss and slides good.

General Observations, Opinion, and Recommendation:— The machinery and boilers

(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 T.L.M.C. 9.11, 100 A1, F.D., &c.)

I This vessel are now in good condition eligible in my opinion for the class contemplated upon completion of the survey.

Survey Fee (per Section 80) £ : : : Fees applied for

Special Damage or Repair Fee (if any) 222. - 24.2.1913

(per Section 85.)

Travelling Expenses (if chargeable) £ Received by me 25/2/1913 R.A.

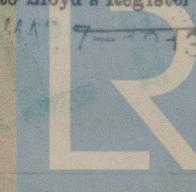
Committee's Minute TUE FEB 25 1913

Assigned see minute on the report

James James

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

FRI MAR 6 1913



Lloyd's Register Foundation
W547-0053 1/2

The middle class is contemplated
Damage due to Stranding
Machinery opened out & found
New propeller blade fitted.

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Rpt. 9a.

Port of West Hartlepool Continuation of Report No. W597 dated 24th Feb 10 on the

A. S. "Boclon"

Four new bronze Propeller blades fitted. The shafting tested for alignment and found fair.

The air circulating feed and Bilge pumps and their respective valves good. Pump gear good. The condenser unshaded tested and found good. The holding down bolts examined and tested. The sea connections removed from the Sat side in engine room to admit of removal of shell plate all unshaded and efficiently refitted in place. The Bilge and Ballast directing valves and the Bilge injection unshaded good.

The auxiliary feed pump. Small control feed pump and the three auxiliary engines unshaded and made good. New piston rod fitted to float control pump.

The air casings connected with the forced draught installation and the Bilge casings were started unshaded and made good. The main and superheater damper gear unshaded and made good. The Bilges cleaned out internally and the fastenings examined. Pump casings where distorted made good, the steering engine examined. The winch compass unshaded tested good. The electric lights installation where disturbed made good.

Success stories.



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