

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

No. 3178

(Received at London Office)

MON. JAN. 12. 1914

Writing Report

10

When handed in at Local Office

10-1-1914

Port of

Manchester

Survey held at Manchester

Date, First Survey 11-12-13 Last Survey 8-1-1914

on the Machinery of the Wood, Iron or Steel

"FRATERNITY"

(No. of Visits) 4

Gross 676

Net 269

red 116

wer 1

in Boilers 1

key Boilers 1

ssure 180 lbs

Boilers 100 lbs

Vessel built at Glasgow

Engines made at Glasgow

Boilers, when made (Main) 1903

Owners Co-operative Wholesale Soc. Ltd. Port Manchester

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

By whom Murdoch Murray

By whom J. S. Anderson

(Donkey) 19

Master Beggs

When 1903-11

When 1903

Voyage Rouen

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.	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A.I. 3-10.		* L.M.C. M.S. 9-11. B.S. 9-13.
S.S. Mch. 2-11.		T.S. 13

Report No. Port

Particulars of Examination and Repairs (if any) N.D.B.

Repairs, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on being detailed in the body of the report, should be separated from repairs due to other causes; and initials of any letters respecting this case.

Where 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 not made? Was a damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

" Donkey " " "

not done, state for what reasons? B.S. not due.

Parts of the Boilers could not be thus thoroughly examined?

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?

Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? 105 lbs.

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

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

Now been changed? If so, state reasons

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

Distance between lignum vitae of stern bush and top of after bearing of screw shaft?

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

New donkey boiler has been fitted mark "N. 6237"

YDS TEST 200 lbs See Gls Rept 33378.

This boiler has been fitted with new mountings.

Adjusted the safety valves of donkey boiler under

steam to 105 lbs.

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

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

General Observations, Opinion, and Recommendation: The machinery of this vessel, so far as seen, is in a safe working condition and suitable in my opinion to have record of (new donkey boiler) N.B. 1914.

Per Section 28) £ : : Fee applied for 19  
Age or Repair Fee (if any) £ : :  
Per Section 28.) £ : :  
Expenses (if chargeable) £ : :  
Received by me, 19

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

Committee's Minute TUE. JAN. 13. 1914

and R.D.B. 14.





RDB fitted & tested.

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.

It is submitted that  
this vessel is eligible for  
THE RECORD.

N. D. B. 14.  
100 lb.

S. J. S.  
13. 1. 14



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