

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

No. *80315*

SAT. FEB. 28. 1920

of writing Report. *19* When handed in at Local Office *27 FEB 1920* (Received at London Office)

in Book. Survey held at *Birkenhead.* Port of *LIVERPOOL*

*200* on the Machinery of the Wood, Iron or Steel *S. S. Warwickshire.* Date, First Survey *Jan 14<sup>th</sup>* Last Survey *Feb 17<sup>th</sup> 1920*

Age { Gross *8012* Net *5061* Vessel built at *Belfast* By whom *Harland & Wolff Ltd* Master *When 1902.3.*

stered Power *900* Engines made at *1902.* (Donkey) *-* When *1902.*

Main Boilers *4* Boilers, when made (Main) *1902.* (Donkey) *-* When *1902.*

Donkey Boilers *-* Owners *Bibby Bros & Co. Ings.* Port *Liverpool.* Voyage *-*

Pressure *210* If Surveyed Afloat or in Dry Dock *Birkenhead Docks.* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers *-*

CHARACTER, Date of last Survey and of Periodical Surveys.	Years Assigned, now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>100 A1-6.19</i>		<i>100 B4.19</i>
<i>100 A3-9.19</i>		<i>100 B4.19</i>
<i>100 A1-17.</i>		<i>100 B4.19</i>

Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and seriatim 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 the amount of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and the nature and initials of any letters respecting this case.

Where a damage report has not been made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? *May be required.* Was a damage report made by anyone else? If so, by whom? *Mr. Selter.*

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *As under, yes.*

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? *As under, yes.*

Were any repairs not done, state for what reasons? *None.*

What parts of the Boilers could not be thus thoroughly examined? *None.*

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? *None.*

Did the Surveyor examine the Safety Valves of the Main Boiler? *yes.* To what pressure were they afterwards adjusted under steam? *210 lbs.*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *yes.* To what pressure were they afterwards adjusted under steam? *210 lbs.*

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

Did the Surveyor examine the drain plugs of the Main Boilers? *yes.* and of the Donkey Boiler? *yes.*

Did the Surveyor examine all the mountings of the Main Boilers? *yes.* and of the Donkey Boiler? *yes.*

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

Has the shaft now been changed? *Yes.* If so, state reasons *Shaft supposed to be bent, tested in lathe & found to be good.*

Has the shaft now fitted new? *no.* Has it a continuous liner? *yes.* or two liners? *yes.* or is it without liners? *yes.*

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *P+3. 1/16*

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

Completion of Bd. 1. 20. Con. Rpt. No. 82600.

The fore & Aft Boilers examined throughout + the 2 D.E. + After & B. Boilers examined internally with all safety valves + mountings, + all safety valves adjusted as above.

Damage Repairs stated due to striking dry land Bank with starboard propeller. See Con. Rpt. No. 82600.

How done:- Starboard crankshaft lifted, all lower bearings remounted, a new A.P. section of shaft (No 3) fitted, the after section (now) tested in lathe & found to be true & refitted. All scheduled bolts of coupling bolts renewed. Examd all throat & tunnel shafting, + starboard tailshaft - continuous liner - tested in lathe & found true, - retained as spare. + a spare tailshaft - new continuous liner Refurb. 11.12.18, now fitted. The scored 3rd section of crankshaft was tested in the lathe, found to be true + usable + retained as spare.

General Observations, Opinion, and Recommendation:- This vessel's machinery as far as seen is in good working order + eligible to remain as classed + to have fresh record of Bd 1. 20. V.L.S. 8. 20. + fitted for oil fuel 2. 20. FP. above 150°F.

Fee (per Section 25)	£ 2 10 0	Fees applied for	1920
Damage or Repair Fee (if any)	£ 5 5 0	Received by me,	<i>A. J. Bassett</i>
Oil fuel installation	£ 5 5 0		
Other Expenses (if chargeable)	£		

Committee's Minute *LIVERPOOL 27 FEB 1920*

Signed *B. S. 1. 20* *27 Feb 1920*  
*Fitted for oil fuel 2. 20 FP above 150°F*



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

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

W584-0134/12

B.S. due 4.20 part held 1.20 completed

In case of damage through striking  
board tank, screw shaft drawn  
crank shaft removed to screw shaft  
changed all shafting examined &  
other repairs. Oil burning installed

It is submitted that  
this vessel is eligible for  
**THE RECORD.** B.S. 1.20

Boat S. 2.20

Fitted for oil fuel 2.20 F. Palmer 150°F

H/3/20

*[Faint handwritten notes on the left margin, including "Boat S. 2.20" and "Fitted for oil fuel 2.20 F. Palmer 150°F"]*

*[Main body of handwritten text, including "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." and various technical notes.]*



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

St. Warwickshire.Damage Repairs.

The HP. + IP, crosshead braces were re-metalled & the pins skimmed up & refitted.

Examined propellers & fastenings of sea connections in drydock, all found in good condition. Two spare blades have been fitted on the starbd. propeller & one blade refitted.

Starbd. engine examined working satisfactorily under steam on completion of repairs.

An oil fuel burning installation has been fitted in accordance with the approved plans & the requirements of the Rules. Two settling tanks have been satisfactorily tested, & together with the pumps heaters &c are fitted in a separate pump room connected to the forward stokehold; the controls to steam for pumps & fire extinguishers oil settling tank suction have been led to the deck. Oil filling & suction pipes are fitted to nos. 1, 2, 5 & 6 D.B. & A.T. tanks; the necessary valves to isolate the sea, fresh water, tanks & bilges have been fitted.

On completion this installation was satisfactorily tested while working on the main Boilers.

A. J. Bennett

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