No. 80207.

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

-5 FEB 1920 (Received at London Office SAT 7 FEB 1920

Inserting Report ..... 19 .... When handed in at Local Office ..... 19 .... Port of LIVERPOOL

Survey held at Birkenhead. Date, First Survey Jan 8 Last Survey Jan 30 1920 (No. of Visits 8.)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "Herefordshire" Master

Gross 7198 Net 4510 — Vessel built at Belfast. By whom Harland & Wolff Ld. When 1905. 11. (YEAR. MONTH.)

Engines made at " By whom " When 1905.

Main Boilers 4 — Boilers, when made (Main) 1905 (Donkey)

Donkey Boilers — Owners Birky Bros & Co. Port Liverpool. Voyage

Pressure— Main Boilers 215 — If Surveyed Afloat or in Dry Dock Birkenhead Dks (State name of Dock.)

Donkey Boilers —

Report No. Port

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 now expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|---|---|---|
| ✠ 100 A1 - 5.19 | | ✠ Shb Bd 1.19. Bd 3.18 |
| A1 Bom No. 3 1.18. | | 2.9.18. |

Particulars of Examination and Repairs (if any)

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the and initials of any letters respecting this case.

In 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 ned? ✓ 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? yes.

" Donkey " " " ✓

not done, state for what reasons? ✓

parts of the Boilers could not be thus thoroughly examined? ✓

special means, in the absence of internal examination, were adopted by the or to assure himself of the thorough efficiency of those parts of each Boiler? ✓

Surveyor examine the Safety Valves of the Main Boiler? yes. To what pressure were they afterwards adjusted under steam? 215 lbs.

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

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

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

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

Shaft now been drawn and examined? no Is it fitted with continuous liner? or two liners? or is it without liners? ✓

now been changed? ✓ If so, state reasons ✓

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

distance between lignum vitæ of stern bush and top of after bearing of screw shaft? Gugrds not removed.

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

Bd. 12.19. London Rpt No. 82504. now completed:-

Two D.E. Boilers & after S.E. Boiler examined internally with their mountings & safety valves &c. & the forward S.E. Boiler examined throughout with its safety valves & mountings. All safety valves adjusted as above. Some minor repairs effected to mountings.

An oil fuel burning installation has now 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 seperate pumproom connected to the forward stokehold; the controls to steam for pumps & fire extinguishers, oil & settling tank suctions have been led to the deck.

Oil filling & suction pipes are fitted to Nos 1.2.3.6 & 9 D.B. & A.P. tanks: the necessary valves to isolate the sea, fresh water tanks & bilges have been fitted. —see over—

General Observations, Opinion, and Recommendation:— This vessel's machinery as far as 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, S.S. 0.11, S.&M.S. 0.11, or S.L.M.C. 0.11, 140 lb., F.D., &c.)

now is in good working order & eligible to remain as classed & to have fresh record of Bd 12.19. Fitted for oil fuel 1.20 flash point above 150°F.

(per Section 28) ..... £ 2. 10. 0

Oil fuel installation ..... £ 5. 5. 0

Damage or Repair Fee (if any) (per Section 28.) ..... £ .

Expenses (if chargeable) ..... £ .

Fees applied for 19 ..... 0

Received by me, 26/2/20 19 ..... RBH 26

A. J. Barrett J. G. Millar

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL -6 FEB 1920

Dated B S 12. 19

Fitted for oil fuel 1.20 flash point above 150°F

TUE. FEB 22 1921

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

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

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

Propeller & fastenings & sea connection examined in drydock & found in order.

Geo. J. Barrett

B.S. due 1.20 forty bkt 12.19 complete
Oil fuel burning installation fitted

It is ~~submitted that~~
this vessel is eligible for
THE RECORD. B.S. 12.19
Fitted for oil fuel 1.20 F.P. alone
150 ~~P.F~~ 6th entry
14/2/20