

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

Writing Report *October 16th* REC'D NEW YORK *October 17, 1917* (Received at London Office *WED. NOV. 28 1917.*)
When handed in at Local Office *October 16th* 19 *17* Port of *Philadelphia*
Survey held at *Philadelphia* Date, First Survey *October 10th* Last Survey *October 13th* 19 *17*
on the Machinery of the *Wood, Iron or Steel* *SS Cacique* Master *J. K. Miller*
Gross *6202* Vessel built at *Sunderland* By whom *Short Bros* When *1910 - 2*
Net *4543* Engines made at *Newcastle* By whom *NE Marine Eng Works* When *1910*
Registered *480* Boilers, when made (Main) *1910* (Donkey) *NDB 1911*
Power *3* Owners *W. R. Sprace & Co* Port *New York* Voyage *New York*
Main Boilers *1* If Surveyed Afloat or in Dry Dock *It is in and in*
Donkey Boilers *260* (State name of Dock.) *Camp Dry Dock*
Donkey Boilers *75*

Report No. _____ Port _____
Particulars of Examination and Repairs (if any) *Damage*

Medical Surveys, 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 the cause of which must be stated should be separated from repairs due to other causes; and repairs being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

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? *Not required* 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? _____

Donkey " " " " _____

was not done, state for what reasons? _____

What parts of the Boilers could not be thus thoroughly examined? _____

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? _____

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? ☒

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? ☒

Screw shaft now been drawn and examined? *No* Is it fitted with continuous liner? ☒ or two liners? ☒ or is it without liners? ☒

Shaft now been changed? ☒ If so, state reasons _____

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

The distance between lignum vitae of stern bush and top of after bearing of screw shaft? *Tail shaft to draw in at New York*

Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Not completed*

After end of stem tube and bush along with the fastenings of the sea connections examined and found to be efficient

Remained proceeding to New York to complete damage repairs to Hull

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is in good and efficient condition eligible in my opinion to remain as classed without fresh record of survey

Fee (per Section 25) £ ☒ : Fee applied for _____
Damage or Repair Fee (if any) £ ☒ : _____
Other Expenses (if chargeable) £ ☒ : _____
Received by me, *L. Watters*
Engineer Surveyor to Lloyd's Register of Shipping.

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

S.M.
30.11.14.

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.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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