

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

(Received at London Office) 4 OCT 1916

of writing Report 3rd Oct. 1916 When handed in at Local Office 3rd Oct. 1916 Port of London

Survey held at London Date, First Survey 5th May Last Survey 29th September 1916

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

Gross 148.40 Vessel built at Greenock By whom G. Brown & Co. YEAR MONTH

Net 121.52 Engines made at Glasgow By whom Lees, Anderson & Co. When 1904-6

Boilers, when made (Main) 1904 (Donkey) ✓

Owners F. H. Robertson Port Voyage

If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.) St. Kathines Dk.

Report No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) Part L.M.C.

Special 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 account 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 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 declined? ✓

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? Partial examination only.

Do Donkey Boilers? ✓

Not done, state for what reasons? Not practicable

Parts of the Boilers could not be thus thoroughly examined? The furnaces & lower portion of combustion chamber.

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? Yes To what pressure were they afterwards adjusted under steam? 120 lb.

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 Boiler? Yes, 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? Yes, 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? ✓

Has it now been changed? ✓ If so, state reasons ✓

Has it 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? ✓

If not complete state what arrangements have been made for its completion and what remains to be done? ✓

complete L.M.C.: - The screw shaft, stern bush, propeller & fastenings to be examined - the vessel is at present laid up at this port. Spare gear to be supplied if not on board.

Main engine cylinders, pistons, slide valves, crank, thrust, & intermediate shafting, pumps, main & auxiliary with connections examined & found satisfactory. Main boiler internally as far as practicable, also examined externally, & mountings examined. The boiler was afterwards tested by hydraulic pressure to 180 lbs per sq in. & found satisfactory - boiler also examined under steam & the safety valves adjusted to 120 lb.

General Observations, Opinion, and Recommendation: -

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. & F.S. 9, 11, or L.M.C. 9, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Fees applied for 3rd Oct. 1916 Received by me, 16.10.1916

A. G. Farminer, Robert Ballantyne, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. OCT. 20. 1916 Deferred TUE. NOV. 14. 1916 TUE. DEC. 5. 1916



N672-024

S. S. No 3 partly held, vessel
kind up.

It is submitted that this
vessel will be eligible for
the record + LMC 9.16

when the screw shaft
propeller & sea connections
have been examined
& spare gear supplied.

J.W.D.

19/10/16

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.

WILLIAM



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