

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

(Received at London Office)

24 AUG. 26. 1912

Date of writing Report 23. 8. 1912 When handed in at Local Office 24 Aug. 1912 Port of CARDIFF

No. in Reg. Book. 105 Survey held at Cardiff Date, First Survey 21. 8. 1912 and Last Survey 21. 8. 1912 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel S.S. NURTURETON Master YEAR. MONTH.

Tonnage { Gross 6040 Net 4414 Vessel built at Stnkton By whom Repuer & Sme Ltd. When 1912

Registered { Horse Power 4414 Engines made at Stnkton By whom Blair & Co. Ltd. When 1912

No. of Main Boilers 1 Boilers, when made (Main) 1912 (Donkey) 1912

No. of Donkey Boilers 1 Owners Port Voyage Post Said

Steam Pressure in Main Boilers 150 lb. If Surveyed Afloat or in Dry Dock Int. Stnkton D. S. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 150 lb.

Last Report No. Port Particulars of Examination and Repairs (if any) Docking

(Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the cause of repairs, if any, and, in detail, 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 besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In 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? Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Bo. " Donkey " B.S. not done

If this was not done, state for what reasons? And what parts of the Boilers could not be thus thoroughly examined?

Also 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? Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? Did the Surveyor examine all the mountings of the Main Boilers?

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

Has shaft now been changed? If so, state reasons Is the shaft now fitted new? Was it a continuous liner? or two liners? or is it without liners?

State the distance between ligament vane of stern bush and top of after bearing of screw shaft? A good fit.

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

Vessel in Dry dock. - Propeller and fastenings examined and found in order.

General Observations, Opinion, and Recommendation: The machinery of this Vessel.  
(State 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, R.&M.S. 9.11, or L.H.U. 9.11, 160 lb., &c.)  
so far as now seen, is eligible, in my opinion, to remain as at present classed

Survey Fee (per Section 28) £ 10 Fees applied for 10  
Special Damage or Repair Fee (if any) £ 0 Received by me, 10  
(per Section 28.)  
Travelling Expenses (if chargeable) £ 0

Committee's Minute TUE DEC 3 - 1912  
Assigned W. Lane  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

