

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

(Received at London Office. MON. 18 SEP. 1916)

Date of writing Report 15<sup>th</sup> Sept. 1916. When handed in at Local Office

16-9 1916 Port of Hull.

Survey held at Hull.

Date, First Survey 10.9.16. Last Survey 12.9. 1916.

on the Machinery of the Wood, Iron or Steel SS "WARLEY PICKERING" Master

Gross 4196 Vessel built at Middlesbrough. By whom Sir Raylton Nixon &amp; Co. Ltd. When 1912-8.

Net 2647 Engines made at Stockton. By whom Blair &amp; Co. Ltd. When 1912.

Registered Power 371. Boilers, when made (Main) 1912. (Donkey) 1912.

Main Boilers 2. Owners Constantine Pickering S.S. Co. Middlesbrough Voyage

Donkey Boilers 1. Surveyed in Dry Dock King George. Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

st Report No. Port DOCKING AND

Particulars of Examination and Repairs (if any) TAIL SHAFT.

When 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and 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?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? See below.

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?

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

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? and of the Donkey Boiler?

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

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

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

Has shaft now been changed? No. If so, state reasons Found in good order.

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

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Stern bush rewooded.

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

DOCKING AND TAIL SHAFT.

How done: Vessel placed in dry dock.

Tail shaft examined, found in good order.

Stern bush rewooded.

Propeller fastenings, & openings satisfactory.

MC: Enquiry was made from Supr. encl. regarding LMC he stated that this would be carried out at the first opportunity, the vessel at present being chartered by the Admiralty.

General Observations, Opinion, and Recommendation: The Machinery as now seen

(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, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

is in good order, eligible in my opinion to remain as classed, and have fresh record of Tail shaft last seen 9.16. in the Register book.

Survey Fee (per Section 28) £

Special Damage or Repair Fee (if any) £

Travelling Expenses (if any) £

Special Allowance Fee. £2.20

Committee's Minute FRI SEP. 22. 1916

Signed Deferred

Fees applied for 16-9 1916

Received by me, 23.10.1916

Received by me, 24.10.1916

J. G. Mackillop

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. FEB. 16. 1917

Lloyd's Register Foundation

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

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



Government Service  
Screw Ship Hand  
S. 1807 due 8.16

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

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

S. 9.16

*[Signature]*  
18.9.18

REPAIR

REPAIR

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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