

No. 78263

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

(Received at London Office SAT OCT 19 1918)

Reporting Report 17 OCT 1918 When handed in at Local Office 17 OCT 1918 Port of LIVERPOOL

Survey held at Wickenhead. Date, First Survey Sept 27 Last Survey Oct 11 1918 (No. of Visits 60)

on the Machinery of the Wood, Iron or Steel L. Moorgate. Master

Gross 4259.65 Vessel built at Sunderland By whom J. L. Thompson & Sons Ltd. When 1907. 8.

Net 3000.00 Engines made at " By whom J. Dickinson & Sons Ltd. When 1907.

Boilers 2 Boilers, when made (Main) 1918. (Donkey) 1907

Boilers 1 Owners Shipping Contractors H. W. L. Gifford & Co. (Incorporated) Port Liverpool Voyage

Boilers 180 If Surveyed Afloat or in Dry Dock Clowish Dk. + Bkn. Dks. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Boilers 90 Report No. Port

Particulars of Examination and Repairs (if any) Damage.

Surveys, when held, must be reported in detail and serially 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 damage (the cause of which must be stated) should be separated from repairs due to other causes; and any 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.

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 not required. Was a damage report made by anyone else? If so, by whom? Hay & Smart.

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

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

Were any parts of the Boilers not done, state for what reasons? ✓

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

Were any 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? yes. To what pressure were they afterwards adjusted under steam? 185 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes. To what pressure were they afterwards adjusted under steam? 90 lbs.

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

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? yes. and of the Donkey Boiler? yes.

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

Has the screw shaft now been changed? no If so, state reasons ✓

Has the screw shaft now been fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

Is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? good fit.

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

Chb. + Damage Repairs, due to stranding and submersion; the main Boilers being lost, columns, throat block & details of engines & connections being broken.

The engines & all machinery were removed, overhauled & repaired as under & refitted on board.

All cylinders, pistons, slide valves & faces, pumps & valves, condenser, crank

shaft, tunnel & tailshaft drawn in, propeller, steering tube & fastenings

sea connections, sea cocks & valves, bilge connections examined.

Donkey Boiler examined throughout with its safety valves & mountings

& the safety valves adjusted as above.

New Main Boilers fitted - Gls. Rpt. 38016 - & their safety valves

Observations, Opinion, and Recommendation: - This vessel's machinery is in

good working order - eligible to be classed & to have records of + Chb 10.18

NB 10.18 - 180 lbs. 8 cor. f. & S. 143 # N 5210 f. NHP 342. + 21 10.18.

Section 28) £ 5.10.0 Fees applied for

Section 29) £ 42 0.0 or Repair Fee (if any) 17 OCT 1918

Section 30) £ : : Expenses (if chargeable) Received by me, 44 19 1918

Surveyor's Minute A. J. Bennett Engineer Surveyor to Lloyd's Register of Shipping.

LIVERPOOL 18 OCT 1918

MAGINERY CERTIFICATE 5/4/19

Lloyd's Register Foundation TUE. 29 JUL. 1919

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

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

W726-0105 1/2

No 2 due 8.15 now held
 Damage by Standing Reboiler
 Extensive repairs effected
 New M. Boiler fitted
 Seven shafts drawn & examined

It is submitted that
 this vessel is eligible for
THE RECORD. + LMC 10.18
 + N.B. 10.18.

Note 8 of HS 5210
 N.H.P. 343
 26/10/18.

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.

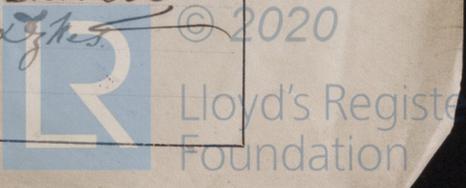
S.S. Moorgate.

Damage. -
 adjusted as above.
 On completion a short trial trip was run and the machinery found to be working satisfactory.

Repairs. -
 Short block complete + M.P. + E.P. front columns renewed.
 Cracked M.P. cylinder foot outer flange at front column + Condenser foot flange at after end of bedplate repaired with substantial wrought iron plates & bolts.
 M.P. piston valve chamber, + A.P. + E.P. cylinders rebored and rings renewed.
 Condenser tubes removed, partly renewed + repacked.
 All cylinders, casings, condensers + pumps tested when jointed up by soft head of water + found sound + tight.
 All pumps overhauled + small repairs effected.
 All shafting examined in lathe + couplings refaced + bolts partly renewed. Shafts + Crankshafts skimmed up.
 All main bearings + crank pins re-metalled.
 All valve spindles, piston + connecting rods skimmed + rebashed.
 All slide valves + A.P. + E.P. ahead guides + shoes planed up.
 Propeller renewed. Sea cocks + valves refitted. Main injection renewed.
 Tank + bilge connections renewed.
 General service D.Ky. Pumps Ash hoists renewed. Aux. Feed Pump water end renewed. Ballast D.Ky. Pump overhauled + partly renewed. Evaporator overhauled.
 Engine Room telegraph, all fittings, gauges, + details of connections renewed.
 New uptaken funnel fitted to new Main Boilers.
 D.Ky. Boiler refitted. Mountings overhauled + details + pipe connections partly renewed.
 Main steam pipes renewed. 2 iron pipes tested to 540 lbs. + one length of solid drawn copper pipe to 360 lbs. + new chests, expansion joints + connections satisfactorily fitted + tested.
 All aux. steam, exhaust, feed, + suction + delivery pipes to engines renewed.
 New spare gear complete supplied.
 Electric light engine + dynamo + all wiring renewed.
 Windlass + steering engines overhauled + examined.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

A. J. Bennett
 J. M. Dyer



W 726 - 0105 1/2