

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

MON. 20 MAR. 1916

(Received at London Office)

Date of writing Report 8/3 / 1916 When handed in at Local Office 19 Port of Alexandria

No. in Reg. Book. 1515 Survey held at Alexandria Date, First Survey 15 Feb 1916 Last Survey 2 March 1916

on the Machinery of the ~~Wood, Iron or Steel~~ Sc Sr "Moorgate" (No. of Visits 6) Master H.V. FOLEY

Tonnage { Gross 3813 Net 2433 Vessel built at Sunderland By whom J.L. Thompson Ltd When 1907 8th

Registered Horse Power 350 Engines made at Sunderland By whom J. Dickinson & Sons Ltd When 1907

No. of Main Boilers 2 Boilers, when made (Main) 1907 (Donkey) 1907

No. of Donkey Boilers 1 Owners H.W. Dillon & Sons Port Gallary Voyage

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Both (State name of Dock.)

in Donkey Boilers 90

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

| CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys. | Years Assigned now expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|--|--------------------------------------|--|
| <u>SS Ant No 1-11</u> | | <u>+ LMC 10-11</u> |
| <u>+ 100 A1 9-14</u> | | <u>BS 11-13</u> |
| | | <u>T.S.S. 9-14</u> |

Last Report No. PortParticulars of Examination and Repairs (if any) L.M.C.

(Periodical Surveys, when held, must be reported in detail and serially 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? yes

Do. " Donkey " " " yes

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? yes To what pressure were they afterwards adjusted under steam? 180

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

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? No plugs , and of the Donkey Boiler? No plugs

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

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? If so, state reasons

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

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3/16

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

Examined Main and donkey boilers internally & externally, with safety valves, stop valves & all mountings, doors & fastenings & found all in good condition

Afterwards adjusted the safety valves of the boilers when under steam, the main boilers to 180 lbs. & the donkey boiler to 90 lbs per square inch.

Tail shaft drawn in & examined & found in good condition. Stern tube, good

sea connection all good. Examined all cylinders, pistons, slide valves & cylinder faces

stop valves, crank & turner shafting, Main bearings, top & bottom ends & brass

the valve motions, pumps, condenser & saw it tested & small gear & auxiliary engine

with cocks & pipes etc & found all in good condition.

The donkey pumps have been refitted throughout. The Main steam pipes have been annealed.

General Observations, Opinion, and Recommendation:—

(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.)

The engines & boilers of this vessel now in good & efficient condition. In my opinion eligible to remain as classed, with fresh record of L.M.C. 2.16. and Tail shaft 2.16.

by Fee (per Section 28) £ 11: 11: 0 Fees applied for

Special Damage or Repair Fee (if any) £ : 5/3/ 1916

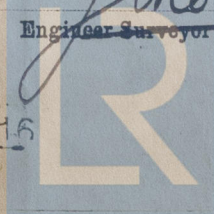
Travelling Expenses (if chargeable) £ : 10: 0 Received by me, 6/3/ 1916

Committee's Minute FRI. 24 MAR. 1916

Assigned + L.M.C. 3.16

CERTIFICATE WRITTEN

G. Roberts
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W726-0115

L. S. No 2 due 8.15 now held.

It is submitted that
this vessel is eligible for

THE RECORD + LMC 3.16.

52.16.

AKD.
27/3/16.

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



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