

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

(Received at London Office WED. MAR. 31. 1915)

Date of writing Report March 29 1915 When handed in at Local Office March 29 1915 Port of Glasgow

No. in Reg. Book 532 Survey held at Glasgow Date, First Survey 26/3/15 Last Survey March 27 1915 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel S.S. THE PRESIDENT Master James Houston

Tonnage { Gross 647 Vessel built at Glasgow By whom Alex. L.B. Co. Ltd. When 1904 10
Net 254 Engines made at Glasgow By whom James Houston When 1904

Registered Horse Power 80 Boilers, when made (Main) 1904 (Donkey) 1904

No. of Main Boilers 1 Owners J. Hay Port Glasgow Voyage

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat, Rothery B.R. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 130 in Donkey Boilers 50

Last Report No. 34079 Port G.S.Particulars of Examination and Repairs (if any) B.S.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use 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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

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?

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

Do. " Donkey " " " Yes.

his was not done, state for what reasons?

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? Yes

the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 130 Lbs per sq. in.

the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam? 50

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

, and of the Donkey Boiler? Yes

the Surveyor examine the drain plugs of the Main Boilers? Yes

, and of the Donkey Boiler? Yes

the Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boiler? Yes

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

shaft now been changed? Yes If so, state reasons

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

the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Yes

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

Main boiler opened up, examined throughout, & found in good order with its safety valves, doors & mountings.

Safety valves adjusted under steam as above.

Donkey boiler opened up, examined throughout, & found in good order generally. But some washing has taken place in front of shell & in combustion chamber top. These parts are still efficient for the present pressure. Safety valves, doors & mountings - good.

Safety valves adjusted under steam as above.

The superintendent states that the propeller shaft will be drawn for examination in about a month or six weeks.

General Observations, Opinion, and Recommendation:—The machinery of this vessel is in good order, and no alteration 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. 2.11, B.S. 2.11, or L.N. 1.11, 140 lb., F.D., &c.)

How far is eligible in my opinion to remain as classed, and to have new record of B.S. 3.15.

Survey Fee (per Section 28) £ 1 : 10 :
Special Damage or Repair Fee (if any) (per Section 28.) £ :
Travelling Expenses (if chargeable) £ :

Fees applied for 29/3/15
Received by me, 31/3/15

Committee's Minute

Assigned

B.S. 3.15.

30 MAR. 1915

FRI. APR. 23. 1915 FRI. MAY. 7. 1915
TUE. JUN. - 8. 1915

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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

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

5916-0165

Boat No 3.15- Leed
Shall due 1.15- to be surveyed
within 6 weeks

N.B.—If this Report is copied by Copying Press, special 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 for
THE RECORD, B.S. 3.15-

DP
14.15-

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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