

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

(Received at London Office)

THU. 8 AUG 1917

Date of writing Report 8th Augt 1917 When handed in at Local Office 8th Augt 1917 Port of SUNDERLAND.

Survey held at SUNDERLAND. Date, First Survey 16 Jul Last Survey 1 Augt 1917

84 on the Machinery of the Wood, Iron or Steel S.S. Thames Master Charles B.

Gross 403 Vessel built at Goolle By whom Goolle, S.B. & Repairing Co. When 1910

Net 174 Engines made at Hull By whom Charles B. When 1910

Registered Horse Power 57 Boilers, when made (Main) 1910 (Donkey) ✓

of Main Boilers 1 Owners Dale Crockett Coy Port Hull Voyage ✓

of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Don. Dry Dock

Steam Pressure 180 lbs Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)

Donkey Boilers ✓

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned or Applied.	Machinery and Boiler Surveys (including date of S.B. if any).
<u>100 A 19, 16</u>		<u>+ L.M.C. 6, 16</u>
<u>S.S. Dub 17-14</u>		
		<u>TS 6, 16</u>

Particulars of Examination and Repairs (if any) B.S. & Grounding

Periodical Surveys, when held, must be reported in detail and seriatim 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.

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? Yes, Not required Was a damage report made by anyone else? If so, by whom? Underwriters Surveyor

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

Do. " " Donkey " " " " None

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 lbs

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? Yes, 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? no or two liners? no or is it without liners? Yes

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

Is 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? 4 ft (lined up)

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

The boiler has now been opened up and examined throughout, its safety valves have been taken adrift, examined and afterwards adjusted under steam, collision check renewed & a separate valve fitted for injector.

Damage stated to have been sustained through grounding at Cannes on 9th March 1917.

Now done: Vessel placed in dry dock, fastenings of sea valves and propeller examined, propeller shaft examined, skinned up in both respects & the white metal in stern bush renewed, metal in stern gland & neck ring renewed. Bedlar Val gland overhauled, 2 thrust shoes re-metalled. H.P. cylinder re-jointed to I.P. cylinder, I.P. slide valve & face skinned up, valve spindle skinned up & fitted with

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

As far as seen the machinery of this vessel is now in efficient condition, and in my opinion is eligible to remain as classed with fresh record of B.S. 8, 17. screw shaft seen 8. 17.

Survey Fee (per Section 28) £ 1: 0: 0

Special Damage or Repair Fee (if any) (per Section 28.) £ 2: 2: 0

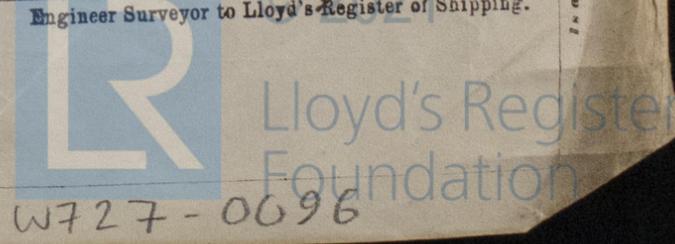
Travelling Expenses (if chargeable) £ : : 0

Received by me 29.5.1918 30.5.18

Charles Cooper
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 14 AUG. 1917

Assigned CS 8.17



"P.S. Thomas"

with new nuts & gland brasses. Intermediate stop valve
seal renewed.

C. Cooper.

M.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.

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

B.S. due 6-17. How held
Damage due to grounding
Crew shaft re examined

It is submitted that

this copy be for

THE RECORD. B.S. 8-17

S. 8-17

MM

10/8/17



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Foundation