

Report of Survey for Repairs, &c., of Engines and Boilers. No. 68964

SAT. 22 JUL. 1916

JUL 20 1916

Date of writing Report 10 When handed in at Local Office 10 Part of NEWCASTLE-ON-TYNE

No. in Book Survey held at North Shields Date, First Survey 5<sup>th</sup> July Last Survey 10<sup>th</sup> July 1916

150 on the Machinery of the Wood, Iron or Steel SS "Seaborough" Master (No. of Visits) 2

Age { Gross 308 Net 114 Vessel built at Gorse By whom Gorse S.B. Co When 1912 4

Registered Horse Power 66 Engines made at North Shields By whom Shields Eng Co Ltd When 1912

No. of Main Boilers 1 Boilers, when made (Main) 1912 (Donkey) none

No. of Donkey Boilers 1 Owners A Chester Port Middlesbrough Voyage

No. of Main Boilers 130 If Surveyed Afloat or in Dry Dock Bairds

Donkey Boilers

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.	Year Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1 8,15		+LMC 3,12 TS 12,13

Previous Report No. Port

Particulars of Examination and Repairs (if any) TS Part LMC

Medical Surveys, when held, must be reported in detail and seriatim 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 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 " " " none

Where 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?

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 130 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? yes, and of the Donkey Boiler?

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

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 shaft now been changed? no If so, state reasons

Has the 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? clearance (Bottom half of stern tube brush renewed)

Where the Survey is not complete state what arrangements have been made for its completion and what remains to be done? To complete MS all rule

Requirements remain to be done except sea connections

Tail shaft, sea connections & their fastenings, propeller & its fastenings examined

Main boiler, and its mountings examined & its safety valves adjusted

As above noted, the bottom front plate where wasted has been welded up by electric process, also port combustion chamber back where wasted built up by the electric welding process

The Superintendent wishes this to be part of the LMC which will be completed in due course

General Observations, Opinion, and Recommendation:— The machinery of this vessel as far as seen is now in good order and safe working condition & is eligible in my opinion to remain as classed and to have notations BS 7,16, TS 7,16 & notation of +LMC MS on the completion of the survey.

Survey Fee (per Section 28) £ 1 0 0

Special Damage or Repair Fee (if any) (per Section 28.)

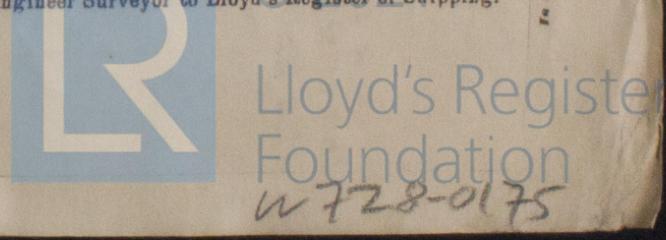
Printing Expenses (if chargeable)

Fees applied for JUL 20 1916

Received by me, 5/8/1916

Reginald Bain  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. JUL 28. 1916 FRI. JAN. 26. 1917



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

In a Certificate required If so, to be sent to

S. S. No 1 due 4. 16.  
Screw shaft sea connections &  
propeller examined.

Boiler surveyed  
It is submitted that  
this vessel is eligible for  
THE RECORD BS 7. 16.

57. 16.  
Note the above as  
part S. S.

JWD  
9/11/16

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.

*[Faint, mostly illegible handwritten notes in the left margin, possibly describing the vessel's condition or survey details.]*

*[Handwritten notes in the middle margin, including the phrase "The surveyors are requested not to write across the margin."]*

*[Main body of handwritten text, likely the survey report, containing technical details and observations.]*

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