

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

Date of writing Report 6<sup>th</sup> Aug. 1918 When handed in at Local Office 12<sup>th</sup> Aug. 1918 Port of Barry  
 Date, First Survey 1<sup>st</sup> Aug. 1918 Last Survey 1<sup>st</sup> Aug. 1918  
 Survey held at Barry on the Machinery of the Wood, Iron or Steel S. S. "WILLINGTONIA" Master G. Morrow  
 Gross 3228 Net 1951 Vessel built at Newcastle By whom Lynne & S. B. Co. Ltd. When 1918 MONTH 2  
 Registered 298 Engines made at " By whom N. B. Mar. Eng. Co. Ltd. When 1918  
 of Main Boilers 2 S.B. Boilers, when made (Main) 1918 (Donkey) 1918  
 of Donkey Boilers 1 Owners Ericsson Shipping Co. Ltd. Port Newcastle Voyage "  
 Main Boilers 180 If Surveyed Afloat in Dry Dock Commercial  
 Donkey Boilers 100 (State name of Dock.)

st Report No. " Port "  
 Particulars of Examination and Repairs (if any) Docking

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

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? ✓

Do. " Donkey " " " " "

If it 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? ✓

To what pressure were they afterwards adjusted under steam? ✓

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? ✓

, 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 the screw shaft now been drawn and examined? ✓

Is it fitted with continuous liner? ✓

or two liners? ✓

or is it without liners? ✓

Has the shaft now been changed? ✓

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? 32"

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

Vessel placed in dry dock, propeller and sea cock fastenings examined.

General Observations, Opinion, and Recommendation:—The machinery of this vessel is, as far as now seen, in good condition, and is eligible in my opinion to remain classed, without fresh record of survey.

Survey Fee (per Section 28) £  
 Special Damage or Repair Fee (if any) (per Section 28.) £  
 Other Expenses (if chargeable) £

Fees applied for 19  
 Received by me, ✓

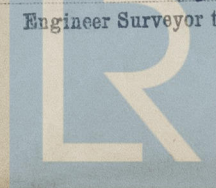
Thomas W. C. Napier  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. AUG. 20. 1918

Signed

As above



Lloyd's Register  
 Foundation

W731-0048



*It is submitted that  
this vessel is eligible to  
remain as CLASSED.*

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.

*J.H.H.  
12/8/18*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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