

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

No. 29196

Date of writing Report 17th Mar. 1916 When handed in at Local Office 17. 3 - 1916 Port of Hull

No. in 1 Survey held at Hull Date, First Survey 4 Last Survey 16. 3. 1915

Sup. on the Machinery of the Wood, Iron or Steel SS "SNEATON" Master W. Pickersgill

Gross 3490 Net 2108 Vessel built at Sunderland By whom W. Pickersgill When 1915-11

Registered 331 Engines made at Sunderland By whom G. Clark & Co. When 1915

No. of Main Boilers 3 Boilers, when made (Main) 1915 (Donkey) ✓

No. of Donkey Boilers 1 Owners Rowland & Marwood S.S. Co. Whitby Voyage King George

Steam Pressure 180 lb. Surveyed Afloat or in Dry Dock King George Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

last Report No. Port Particulars of Examination and Repairs (if any) Locking

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.

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? ✓

Do. " Donkey " " " " ✓ BS not due.

his was not done, state for what reasons? ✓

what parts of the Boilers could not be thus thoroughly examined? ✓

to 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? ✓

the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

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

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

the Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

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

screw shaft now been drawn and examined? No. Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

shaft now been changed? ✓ If so, state reasons ✓

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

the distance between ligum vitae of stern bush and top of after bearing of screw shaft? Nil.

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

Locking

Now done:- Vessel placed in dry dock.

Propeller, fastenings, & openings in order.

General Observations, Opinion, and Recommendation:- The Machinery as now

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

seen to be in good order, eligible in my opinion to remain

as classed, without fresh record.

Survey Fee (per Section 28) £ : : Fees applied for

Special Damage or Repair Fee (if any) (per Section 28.) £ : : 19

Surveying Expenses (if chargeable) £ : : Received by me, 19

Committee's Minute TUE. MAR. 28. 1916

signed As now TUE. 18. APR. 1916

W753-0154

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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

S.P.

24. 3. 16

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