

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

SAILED OCT. 1915

(Received at London Office)

Date of writing Report 14th Oct to 15 When handed in at Local Office 15 Oct to 15 Port of CARDIFF.

Survey held at Cardiff. Date, First Survey _____ Last Survey _____ (No. of Visits 19)

76 on the Machinery of the Wood, Iron or Steel S.S. "Socra" Master _____

Gross 2772 Vessel built at Sunderland. By whom R Thompson & Sons Ltd. When 1913-1

Net 1761 Engines made at Do By whom H. E. Harling & Co Ltd When 1913

Power 265 Boilers, when made (Main) 1913 (Donkey) 1913

Main Boilers 2 Owners (Plissin & Co Engrs) Port Bayonne. Voyage Freud Gar

Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Hills Dry Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Pressure 180 lb (State name of Dock.)

Donkey Boilers 90 lb

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Docking.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Survey (including date of N.B., if any).
<u>100 A1</u> <u>12-14</u>		<u>LMC 1/13</u> <u>T.S. 12-14</u>

Special 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 repairs 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.

Where 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? No.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No.

Where examination was not done, state for what reasons? Not due for survey.

Were there any parts of the Boilers which could not be thus thoroughly examined?

Were there any 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? No. Is it fitted with continuous liner? or two liners? or is it without liners?

Has the screw shaft now been changed? If so, state reasons

Has the screw 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? 7/8"

Where the survey is not complete state what arrangements have been made for its completion and what remains to be done?

Signature form :-

Vessel placed in dry dock, outside fastenings examined, all in order.

Where and when tested and by whom Superintendent.

When and where tested and by whom Superintendent.

General Observations, Opinion, and Recommendation: - The machinery of this vessel, as far as seen, is in a good and safe working condition; slight, in my opinion, to remain as classed.

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, E.S. 2, 11, E.&M.S. 2, 11, or L.M.C. 2, 11, 140 lb., F.D., &c.)

essell, as far as seen, is in a good and safe working condition; slight, in my opinion, to remain as classed.

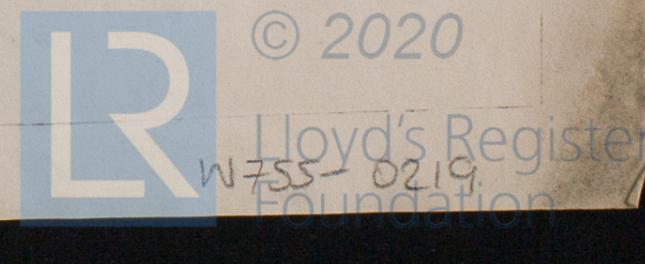
Signature of Surveyor: J. S. Hunter

Engineer Surveyor to Lloyd's Register of Shipping.

Fees applied for: Fee (per Section 29) £ 19; Damage or Repair Fee (if any) £; Printing Expenses (if chargeable) £.

Committee's Minute FRI. 22 OCT. 1915

Signature of Superintendent



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

18.10.15

[Faint handwritten text, possibly a list or notes, written vertically on the left side of the page.]

[Faint handwritten text, possibly a list or notes, written vertically in the middle of the page.]

[Faint handwritten text, possibly a list or notes, written vertically on the right side of the page.]

[Faint handwritten text, possibly a list or notes, written vertically on the far right side of the page.]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register
Foundation