

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

(Received at London Office: WED 27 SEP 1916)

Writing Report 21 September 1916 When handed in at Local Office 19 Port of Rotterdam

Survey held at Rotterdam Date, First Survey 16 Sept Last Survey 16 Sept 1916

on the Machinery of the Wood, Iron, or Steel 5 1/2" SUNNYSIDE Master H. Steinhilber

Gross 447 Vessel built at Croole By whom Croole S.B. Reppel & Co When 1905 6

Net 179 Engines made at Sunderland By whom Mac Coll & Collock When 1905

Main Boilers 1 Boilers, when made (Main) 1905 (Donkey) 1905

Donkey Boilers 1 Owners Woods, Tabor & Co Port London Voyage London

Pressure 130 lb If Surveyed Afloat or in Dry Dock Port of Yaw

Donkey Boilers 90 lb Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

| CHARACTER. | Years Assigned | Machinery and Boiler Survey |
|------------------|----------------|-----------------------------|
| * 100 A 1 2 16 | | L.M.C. 13 |
| S.S. Std. No. 13 | | B.S. 2 16 |
| | | T.S. Sec. 11.4 |

Particulars of Examination and Repairs (if any) Repairs

Medical 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 as 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. See R 50.2-16 H 8.9-16

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? Only in way of repairs

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

What was not done, state for what reasons? Boilers already examined.

What parts of the Boilers could not be thus thoroughly examined? None

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? None

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? None

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? None

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

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

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

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

Has the shaft now been changed? Yes If so, state reasons None

Has the shaft now fitted new? Yes Has it a continuous liner? Yes or two liners? Yes or is it without liners? Yes

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Not seen

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

Head of old plain tubes, 8 1/4 in number, removed and replaced by new one, boiler examined under full steam pressure and found tight
L.P. slide valve and valve cylinder face planed off
L.P. piston spring renewed
White metal in L.P. bottom end brassy renewed and some minor repairs carried out.

General Observations, Opinion, and Recommendation:— The machinery and
(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, B. & W.S. 9, 11, or L.M.C. 9, 11, 140 lb., E.D., &c.)
boilers being now in order, I am of opinion that this vessel is eligible to remain as classified without special restriction

Survey Fee (per Section 28) £ 12.50 Fees applied for 1919 10 16
Special Damage or Repair Fee (if any) (per Section 28.) £ :
Traveling Expenses (if chargeable) £ 0.50 Received by me, 1914 10 16

J. G. Dechow
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. SEP. 29. 1916 TUE. 21. NOV. 1916

Assigned As above
with 10/11/16

Boiler repairs completed.

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.

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

Without restrictions.

S.S.
28.9.16

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation