

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

MON. 7-AUG. 1916

(Received at London Office)

Date of writing Report 5th Aug 1916 When handed in at Local Office 5th August 1916 Port of BRISTOL

No. in Reg. Book. 406 Survey held at Sharpness Date, First Survey 30th June Last Survey 27th July 1916 (No. of Visits 8)

on the Machinery of the Wood, Iron or Steel SS White Sea Master Admiralty

Tonnage { Gross 1923 Net 1223 Vessel built at Stoke Newington By whom Craig Taylor & Co When 1904

Registered Horse Power 210 Engines made at Sunderland By whom N.E. Marine Eng Co When 1904

No. of Main Boilers 2 Boilers, when made (Main) 04 (Donkey) 04

No. of Donkey Boilers 1 Owners W.R. Macnab Port London Voyage Admiralty

Steam Pressure in Main Boilers 160 If Surveyed Afloat ✓ in Dry Dock Both (State name of Dock.)

in Donkey Boilers 90

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) F.L.M. & Co

(Periodical Surveys, when held, must be reported in detail and separately 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.)

In 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? Yes. Not required. Was a damage report made by anyone else? If so, by whom? Mr Hart Prior & Co & Admiralty

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? YesDo. " Donkey " " " YesIf this was not done, state for what reasons? M. B. Surveyed Glasgow

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

Also 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? 165 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam? 90 lb

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

and of the Donkey Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boiler? Yes

Did the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boiler? YesHas screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? Yes or is it without liners?Has shaft now been changed? No If so, state reasonsIs the shaft now fitted new? Yes Has it a continuous liner? Yes or two liners? Yes or is it without liners?State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Broken rewoodedIf the Survey is not complete state what arrangements have been made for its completion and what remains to be done? CompleteDamage stated to have been caused by ice.

Now done. New propeller fitted, propeller shaft tried in lathe, L.P. Crank tried in lathe, new bearing (bottom half), thrust shoes reinstalled & shafting lined up. Feed trains skinned up & rebushed. M. S. & Coupt. B. S. Vessel placed in dry dock. Propeller shaft drawn tried in lathe & found satisfactory. New propeller fitted. Sea cocks & fastenings in order.

Examined Cylinders, pistons, piston & slide valves, crank thrust & tunnel shafting, pumps, starting engine, wiggle. Condensers tested. Main steam pipes annealed & tested 320 lbs. Donkey Boilers with Safety Valves & Meters examined & found in order. Main & Donkey Boilers Safety Valves adjusted to above pressure.

General Observations, Opinion, and Recommendation:— This vessel's machinery

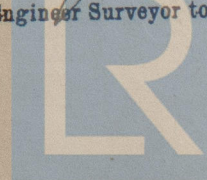
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.11, B.&M.S. 9.11, or L.M.C. 9.11, 140 lb., E.D. &c.)

As far as seen is in safe working condition & eligible in my opinion for record L.M.C. M.S. 7-16 B.S. 4-16 & Rail shaft examined 7-16

Survey Fee (per Section 28) M. S. £ 3.0.0Special Damage or Repair Fee (if any) (per Section 28) £ 3.3.0Traveling Expenses (if chargeable) £ 1.4.6Committee's Minute FRI. AUG. 11. 1916Assigned + L.M.C. M.S. 7-16 B.S. 4-16

Fees applied for
5th Aug 1916
Received by me
16.8.1916

P.A. Dyden Tozer
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W766 - 0093

gud
L.S. No 2 due 1.16 held rems
B due 3.16 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 record is eligible for
THE RECORD.

+ LMC. MS 7.16

SP 7.16 BS 7.16

S.P.

9. 8. 16

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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