

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

(Received at London Office) WED 1 JUN 1910

Date of writing Report 30<sup>th</sup> May 1910 When handed in at Local Office 30 MAY 1910 Port of LIVERPOOL

No. in Reg. Book. 1081 Survey held at Liverpool Date, First Survey and Last Survey 25<sup>th</sup> May 1910

on the Machinery of the Wood, Iron or Steel S.S. "Sierra Leone" Master G. Evans

Tonnage Gross 3430 Net 2322 Vessel built at Belfast By whom Harland & Wolff When 1907

Registered Horse Power 528 Engines made at Do By whom Do When 1907

No. of Main Boilers 3 Boilers, when made (Main) 1907 (Donkey) ✓

No. of Donkey Boilers ✓ Owners (Elder, Dempster & Co.) Port London Voyage W. & Africa

Steam Pressure in Main Boilers 205 lb Surveyed Afloat or in Dry Dock At Harland & Wolff

in Donkey Boilers ✓ (State name of Dock.)

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

CHARACTER.	Years assigned.	Machinery and Boiler Survey.
For Special Survey.		
Date of last Survey and of Periodical Surveys.		

100 A I H. I. M. C.  
with freeboard. 1, 07.  
1, 10.

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) See Reg. Bk.

(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.)

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? ✓ 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.

Do. " Donkey " " " ✓

If this was not done, state for what reasons? ✓

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? ✓

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

Has shaft now been changed? No. If so, state reasons ✓

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

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3 1/16"

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

The vessel in dry dock, propeller and the fastenings of sea connections examined.

General Observations, Opinion, and Recommendation:—This vessel's machinery as seen appears in good condition and eligible to remain as now classed.

Survey Fee (per Section 28)..... £ 1

Special Damage or Repair Fee (if any)..... £ 1

Travelling Expenses (if chargeable)..... £ 1

Fees applied for

Received by me, Wm. Gibson

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute LIVERPOOL 31 MAY 1910

Assigned as now

Lloyd's Register Foundation

W768-0002



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

JSM

24/10

Goodly

Goodly

Goodly

Goodly

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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.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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