

No. 39591

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

FRI. 13 APR. 1917

(Received at London Office)

CARDIFF

Report 12th Apr 1917 When handed in at Local Office 12th Apr 1917 Port of Cardiff
Survey held at Cardiff Date, First Survey 27th Mar Last Survey 7th Apr 1917
(No. of Visits 9)

In the Machinery of the Wood, Iron or Steel Twin S.S. H.V. Sebastian Master
SS 3110 Vessel built at Dundee By whom Caledon S.B.C. L^d When 1914 2
1846 Engines made at Amsterdam By whom Werkspoor When 1914 2
Boilers, when made (Main) (Donkey) 1914

Boilers 2 Owners S.D. Motor Boat Co. L^d (Lane & Macandrew) Port London Voyage
Boilers 150 lbs If Surveyed Afloat or in Dry Dock Mount Stuart
(State name of Dock.)

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

Port No. Port
Particulars of Examination and Repairs (if any) L.M.C.

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 damage (the cause of which must be stated) should be separated from repairs due to other causes; and details of any letters respecting this case.

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 not.

Was a damage report made by anyone else? If so, by whom?

For personally go inside each Main Boiler separately and make a thorough examination at this time?

Not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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?

Surveyor examine the Safety Valves of the Main Boiler?

Surveyor examine the Safety Valves of Donkey Boiler?

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

Surveyor examine the drain plugs of the Main Boilers?

Surveyor examine all the mountings of the Main Boilers?

Shaft now been drawn and examined? No Is it fitted with continuous liner? or two liners? or is it without liners?

Now been changed? If so, state reasons

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

Distance between lignum vitae of stern bush and top of after bearing of screw shaft?

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

done. Port Eng. The Nos 3 and 4 pistons, withdrawn from cylinders, the cylinders examined, gauged, and found good, the covers and valves examined, pistons replaced, with two new rings, the old rings having been broken, while taking them off pistons No 6 cylinder cover and valves, The Nos 1, 2, and 5 connecting rods, their top ends, and brasses. The Nos 3 and 4 connecting rods, and their bottom end brasses. The Nos 3 and 4 crank pins, and Nos 4 and 8 crank shaft journals, and main bearings. The two after collars of thrust shaft, their shoes, and both journals, and valve gears, these all examined and found good.

on-board Eng. The Nos 3 and 4 pistons, withdrawn from

General Observations, Opinion, and Recommendation:—The machinery of this vessel

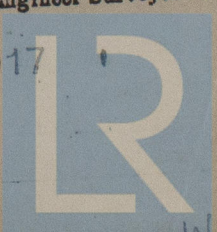
State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, S.S. 3, 11, S.S. 3, 11, or S.S. 3, 11, 140 lb., F.D., &c.)

far as seen is in good condition, and eligible in my opinion remain as classed and to have record of survey. L.M.C. 4.17

subject to the two air injection, and two floating fuel bottles, replaced at Owners convenience, as per Am.S. Rpt. No 6903.

Fee (per Section 28) £ 5.10
Additional Damage or Repair Fee (if any) £
Selling Expenses (if chargeable) £

Committee's Minute FRI. 20 APR. 1917
Signed + L.M.C. 4.17 Subject



© 2020

Lloyd's Register Foundation

from cylinders, the cylinders examined, gauged and found good.
the covers and valves examined, pistons replaced.

The No 1 cylinder cover and valves, The Nos 2 and 5 connecting rods, their
top ends and brasses, The Nos 3 and 4 connecting rods and their
bottom end brasses. The Nos 3 and 4 crank pins, the Nos 3 and 5
journals of crank shaft, and main bearings. The two after-
collars of thrust shaft, their shoes and both journals, and valve
gears, these all examined and found good.

Two large and four small air receivers cleaned internally
examined and found good.

Air pipes from compressors cleaned internally

Two injection air bottles, tested by hydraulic pressure to 1100 lbs
per square inch and found satisfactory

Pumps, compressors, and their coolers examined, and tried under working conditions

Two fuel pumps taken to works overhauled, and their rods
which were slightly scored, ground true, refitted with new packing

The parts now opened, closed again, all connections made as before
and the engines manoeuvred under working conditions.
and found satisfactory

James Barclay