

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

(Received at London Office)

WED. 5-DEC. 1917

Date of writing Report

19

When handed in at Local Office

4-11

1917

Port of

Dull

No. in
g. Book.

Survey held at

Goole

Date, First Survey

19. 11. 17

Last Survey

30-11-1917

(No. of Visits)

5

on the Machinery of the

Wood, Iron or Steel

S. S. Remus

Master

Gross Tonnage

Vessel built at

Paisley

By whom

J. Fullerton & Co

When

1908 11

Net Tonnage

Engines made at

Glasgow

By whom

How & Duncan

When

1908

Registered Horse Power

Boilers, when made (Main)

1908

(Donkey)

No. of Main Boilers

Owners

D. B. Wadsworth

Port

Goole

Voyage

No. of Donkey Boilers

If Surveyed Afloat or in Dry Dock

Goole

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

CHARACTER.
* for Special Survey.
Date of last Survey and of
Periodical Surveys.Years
Assigned
and
expired.Machinery and Boiler
Surveys
(including date of N.B., if any).

+100 RI

+LMC

1.16

MS. 13

S.S. Gos No. 1-13.

MS. 1.16

SI. 16.

Last Report No.

Port

Dam. MS &

Particulars of Examination and Repairs (if any)

MS.

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.

1. 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 reqd. Was a damage report made by anyone else? If so, by whom? Underwriters

2. Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

Do. " Donkey " " "

3. If this was not done, state for what reasons?

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

5. So 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?

6. Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

185-lbs

7. Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boiler?

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

, and of the Donkey Boiler?

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

, and of the Donkey Boiler?

11. Has screw shaft now been drawn and examined? yes

Is it fitted with continuous liner?

or two liners?

or is it without liners? yes

12. Has shaft now been changed? no If so, state reasons

13. Has the shaft now fitted new? White metal

Has it a continuous liner?

or two liners?

or is it without liners?

14. State the distance between bottom of stern bush and top of after bearing of screw shaft?

Bush remounted.
Complete.

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

The boilers examined throughout, the flanging of both lower manhole doors built up where wasted by the electric welding process.

MS. The Cyls. pistons, slides examined.

Damage alleged to have been sustained through grounding in the River Seine April 10th. 1916.

Now Done. the Crank & thrust shafting, all pumps, Condenser & suction, screw shaft, propeller and sea connections & fastenings examined.

Repairs. Sternbush remounted, crank pin brasses & thrust shoes remounted, 2 bilge pump plungers renewed. one feed pump plunger

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

(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.)

eligible in my opinion to remain as classed with fresh record of + LMC 11-14. Note 3 11-14.

Survey Fee (per Section 28)

£4:10:-

Fees applied for

4-12-1917

Special Damage or Repair Fee (if any)

£5:5:-

Received by me,

6-12-1917

Travelling Expenses (if chargeable)

£-:10:-

Committee's Minute

TUE. 11 DEC. 1917

Assigned

+ LMC 11.14

Machinery Certificate
WHITTEN, F. 3-18

W. H. Roberts

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W 781-0013

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

By me 1.14. & Ld No 2 due 11.48
worked
part-machinery around & done
repairs effected for boundary damage

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 a guide for

THE RECORD. LMC 11.14.

11.14.

27.12.

6.12.17.

Skimmed up & rebushed, bulge pump seats renewed and
values faced up. Circulating pump bucket renewed,
crank shaft lifted and re-bushed. donkey inlet grating
renewed, main steam pipes annealed & tested to 360 lbs

W.H.R

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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