

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 Survey held at *Goole* Date, First Survey *19. 11. 17* Last Survey *30-11-1917*
 No. of Visits *5*

90 on the Machinery of the ~~Wood, Iron or~~ *Steel* S. S. Remus Master

Tonnage { Gross *1049* Vessel built at *Paisley Glasgow* By whom *J. Fullerton & Co* When *1908 11*
 Net *566* Engines made at *Glasgow* By whom *How & Duncan* When *1908*

Registered { Gross Power *163* Boilers, when made (Main) *1908* (Donkey)
 of Main Boilers *2* Owners *D. D. Wadsworth* Port *Goole* Voyage
 of Donkey Boilers
 Steam Pressure in Main Boilers *180* If Surveyed Afloat or in Dry Dock *Goole*
 in Donkey Boilers

Last Report No. _____ Port *Dum. No 4*

Particulars of Examination and Repairs (if any) *M.S.*

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).
<i>+100 A1</i>		<i>+LMC</i>
<i>1.16</i>		<i>M.S. 13</i>
<i>S.S. Gov. No. 1-13.</i>		<i>AD 1.16</i>
		<i>SI. 16.</i>

Periodical Surveys, when held, must be reported in detail and seriatim 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? *Underwrites*

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

Do. " Donkey " " " " *yes*

If this was not done, state for what reasons? *yes*

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

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? *yes*

Did the Surveyor examine the Safety Valves of the Main Boiler? *yes* To what pressure were they afterwards adjusted under steam? *185-lbs*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *yes* To what pressure were they afterwards adjusted under steam? *yes*

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? *none* , 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 screw shaft now been drawn and examined? *yes* Is it fitted with continuous liner? or two liners? or is it without liners? *yes*

Has shaft now been changed? *no* If so, state reasons _____

Has the shaft now fitted new? *W. Autmetax* Has it a continuous liner? or two liners? or is it without liners? *yes*

State the distance between ~~top~~ *base* of stern bush and top of after bearing of screw shaft? *Bush remetalled. Complete.*

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

DD.
 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 remetalled, crank pin brasses & thrust shoes remetalled, 2 bilge pump plungers renewed. one feed pump plunger.

General Observations, Opinion, and Recommendation:— This vessel's machinery so eligible in my opinion to remain as classed with fresh record of +LMC 11-17. Note 3 11-17.

Survey Fee (per Section 28) *£ 4 : 10 : -*

Special Damage or Repair Fee (if any) (per Section 28.) *£ 5 : 5 : -*

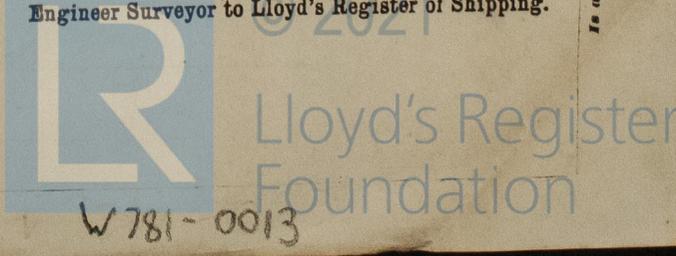
Travelling Expenses (if chargeable) *£ - : 10 : -*

Fees applied for *4-12-1917*
 Received by me, *W.R.*
6-12-1917

Committee's Minute *TUE. 11. DEC. 1917*

Assigned *+ L.M.C. 11.17*

W.H. Roberts
 Engineer Surveyor to Lloyd's Register of Shipping.



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. & L.L.M.C. 11.14
worked
part-machinery round frame
repair effected for boundary damage

It is submitted that

this result is a guide for

THE RECORD. L.L.M.C. 11.14.

11.14

[Signature]

6.12.17.

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

Skimmed up & reboiled, bidge pump seats renewed and
values faced up. Circulating pump bucket renewed,
crank shaft lifted and re-beaded. 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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