

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

(Received at London Office

FRI. JUL. 30. 1915

Date of writing Report 28th July 1915 When handed in at Local Office 29th July 1915 Port of **CARDIFF.**
 No. in Reg. Book. Survey held at **Cardiff** Date, First Survey 21st July Last Survey 21st July 1915 (No. of Vistas 2)
 on the Machinery of the **Wood, Iron or Steel S.S. Restormel** Master
 Tonnage { Gross 2118 Vessel built at **Greenock** By whom **Graham & Co. Ltd. Glasgow** When 1901 1
 Net 1349 Engines made at **Glasgow** By whom **Muir & Houston Ltd. Glasgow** When 1901
 Registered { Horse Power 20 Boilers, when made (Main) 1901 (Donkey) 1901
 No. of Main Boilers 2 Owners **Restormel S.S. Co. Ltd. Cardiff** Voyage **Admiralty**
 No. of Donkey Boilers 1 Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock **Alexandra** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers 80 lbs

Last Report No. 35318 Port **Glasgow**Particulars of Examination and Repairs (if any) **Pls Sur.**

(Periodical Surveys, when held, must be reported in detail and scrutiny 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?

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? 185 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam? Not adj. at this time

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?

Is it fitted with continuous liner?

or two liners?

or is it without liners?

Has shaft now been changed? ☒ 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?

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

At first possible opportunity. Vessel being on Admiralty Service. The Donkey boiler safety valves to adjust under steam.

Examined Donkey Boiler thoroly, doors & mountings and found good.
 Adjusted main boiler safety valves under steam to 185 lbs.

M/M BOX
 783

General Observations, Opinion, and Recommendation:— The boilers 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, B.S. 9, 11, B.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

as far as seen are in good condition and eligible in my opinion to remain as classed, and to have record of survey B.S. 7. 15 in the Register Book, when survey is completed.

Survey Fee (per Section 28) £ : : Fees applied for 19
 Special Damage or Repair Fee (if any) £ : : Received by me, 19
 Travelling Expenses (if chargeable) £ : :
 Committee's Minute WED. AUG. 4-1915

Assigned

as now subject W.

FRI. AUG. 27. 1915

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

W783-0151

Government Service

AS due 7.15 advanced & be
Completed 1st opportunity.

It is submitted that this
vessel WILL BE eligible for
the record.

B 8.7.15 When the
DB Values have been adjusted

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

Subject to port-farance
of port to B being again
examined before the end
of January 1916

TJS

30.7.15

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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