

No. 40,622

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

(Received at London Office)

THU. JUN. 20. 1918

of writing Report 17<sup>th</sup> June 1918 When handed in at Local Office 18<sup>th</sup> June 1918 Port of **CARDIFF**  
in Book. Survey held at **Cardiff** Date, First Survey 11<sup>th</sup> June Last Survey 15<sup>th</sup> June 1918  
(No. of Visits **H**)

on the Machinery of the **Wood, Iron or Steel** **S. S. Queen** Master  
Gross **4956** Vessel built at **Port Glasgow** By whom **Russell & Co** When **1907** 3  
Net **3173** Engines made at **Greenock** By whom **Hankin & Blackmore** When **1907**  
Main Boilers **2** Boilers, when made (Main) **1907** (Donkey) **1907**  
Donkey Boilers **1** Owners **James S. S. G. Ltd (Fishes, Almonds & Co) Ltd** Port **London** Voyage  
Main Boilers **180 lb** If Surveyed Afloat or in Dry Dock **Bute**  
Donkey Boilers **100 lb** (State name of Dock.)

Report No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) **Screw Shaft**

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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

CHARACTER.	Year Assigned (if any).	Machinery and Boiler Surveys (including date of M.B. if any).
Y 100 A 1		Y L.M. 6.6.16
Spar Deck		13.8.2.18
Y 17		
S.S. Lon. 7° 2.16		1.8.6.16

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?

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

Where a thorough examination was not done, state for what reasons? **No**

What parts of the Boilers could not be thus thoroughly examined? **Blis not due for survey**

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? **No**

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? **No**

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? **No**

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? **No**

Did the Surveyor examine the drain plugs of the Main Boilers? **No**

Did the Surveyor examine all the mountings of the Main Boilers? **No**

Has the screw shaft now been drawn and examined? **Yes** Is it fitted with continuous liner? **Yes** or two liners?  or is it without liners?

Has the shaft now been changed? **Yes** If so, state reasons **Liner cracked, + shaft fractured in way of crack**

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

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? **Lower half of bush rewooded**

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

The propeller, screw shaft, stern bush, sea cocks and valves and their fastenings, and bilge injection valve, examined and found good or made good as under.  
Screw shaft liner cracked, and shaft (after cutting liner) found fractured in way of crack. The spare shaft, a new one now fitted.  
One new coupling bolt fitted.

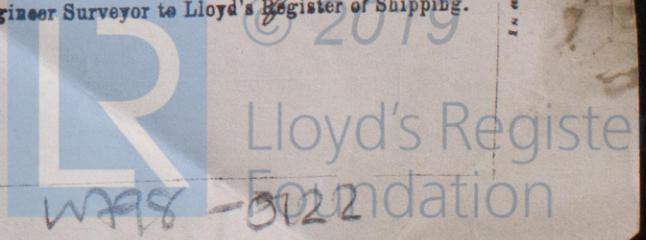
General Observations, Opinion, and Recommendation:— **The machinery of this vessel is in good condition and eligible in my opinion to remain as classed and to have record of survey S. N. 6.18 in the Register Book.**

Fee (per Section 25).....	£	:	:	Fees applied for
Damage or Repair Fee (if any) (per Section 25.).....	£	:	:	19
Printing Expenses (if chargeable).....	£	:	:	19

Received by me, **James Barclay**  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **TUE. JUN. 25. 1918**

Signed **As now**



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

*Screen kept renewed*

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

H.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.

*NS 6-18.*

*E.P.  
21.6.18.*

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2019

Lloyd's Register  
Foundation