

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

(Received at London Office WED. 18 OCT. 1916)

Date of writing Report

When handed in at Local Office

19

Port of

NEWPORT, MON.

No. in
eg. Book.

Survey held at

NEWPORT, MON.

Date, First Survey

28 Aug

Last Survey

5 Oct

1916

(No. of Visits)

9

Master

YEAR. MONTH.

Gross
Net3573
2531

Vessel built at

Liverpool

By whom

R. Stephenson & Co Ltd

When

1906. 5

Registered
Horse Power

311

Engines made at

do

By whom

H.C.

When

1906

No. of Main Boilers

2

Boilers, when made (Main)

1906

(Donkey)

1906

No. of Donkey Boilers

1

Owners

Hawthorn Bros Ltd

Port

London

Voyage

Steam Pressure—
in Main Boilers

165

If Surveyed Afloat or in Dry Dock

Both

(State name of Dock.)

Muddy Quay East

in Donkey Boilers

80

Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements).CHARACTER.
Date of last Survey and of
Periodical Surveys.Yacht
Assigned
expired.Machinery and Boiler
Surveys
(including date of N.B. if any).1-1000H 1-6
for each unit fls
S.S. off No 2-151- LMC
MS 3-15
BS 8-15
TS 3-15

Last Report No.

Port

Particulars of Examination and Repairs (if any) — LMC's Dam

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.

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? *Not required* Was a damage report made by anyone else? If so, by whom? *Mr. Hick for damage case:*

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?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

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

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

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? *No* 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?

Damage alleged to have been sustained by grounding whilst leaving Malta on the 13th of Feb 1916.

Damage vessel placed in dry dock outside fastenings of sea cone & propeller examined. The whole of the machinery opened out & examined. The following repairs effected. Screw shaft drawn & examined. Lignum vitae skinned up & new neck & gland bushes fitted. Crank shaft lifted & all brasses ornamented. All shafting lined up. H.P. & I.P. piston rods skinned up & new neck & gland bushes fitted. Guide shoes ornamented. L.P. bottom end top half brass ornamented. Thrust bearings ornamented. Condenser tubes removed & tested. Condenser tested & stern bush renewed.

1- LMC Cylinders, pistons, valves, facers, crank, thrust & times

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, B.S. 9.11, B.&M.S. 9.11, or L.M.C. 9.11, 149 lb., F.D., &c.)

is now in a good & efficient condition & eligible to remain as classed with Record of 1- LMC 10.16. Screw shaft over 10.16

Survey Fee (per Section 85)

£ 5. 10. 0

Fees applied for

17 Oct 1916

Special Damage or Repair Fee (if any)

£ 5. 5. 0

(per Section 85.)

Travelling Expenses (if chargeable)

£

Received by me,

15. 12. 1916

Committee's Minute

TUE. OCT. 24. 1916

Assigned

+ L.M.C. 10.16

MACHINERY CERTIFICATE

TUE. 31 OCT. 1916

J. M. B. Common

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register

Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

Damage due to grounding.
Machinery examined & minor
repairs effected.

32 days 8.16 now held.
this vessel is slightly in
THE RECORD + LMC 10.16.

510.16.

W.D.
19/10/16

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.

s/s Penylan.

Shafting. condenser pumps. h/ds & sea con: opened
out & examined & put in good condition
Main & Donkey boilers examined internally & externally
put in good condition & safety valves adjusted.
The following repairs have now been carried out
Boar of screw shaft skinned up & properly refitted
Spare screw shaft dealt with in same manner.
L P piston rings renewed. & new set of Lockwood &
Barclay's piston rings fitted to M P piston. H P piston
rings skinned up. H P & M P valve spindle skinned
up & new neck & gland bushes fitted & leak motion
overhauled. New set of main feed pump valves fitted
& all pumps overhauled. All top valves of ex. straps
renewed. & minor repairs effected.

Donkey boiler retubed. New stop valve & seat fitted
Main Boilers. 16 CC stays renewed in port boiler
& small filling in plates fitted in way of our
bottom screw stay (Arc process) 38 plain tubes
renewed. 13 CC stays renewed in stb boiler & our
safety valve spring renewed & minor repairs effected

Bal.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN