

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

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

Date of writing Report \_\_\_\_\_ 19 \_\_\_\_\_ When handed in at Local Office \_\_\_\_\_ 19 \_\_\_\_\_ Port of **NEWPORT, MON.**

No. in Survey held at **NEWPORT, MON.** Date, First Survey **28 Aug** Last Survey **5 Oct** 19 **16**  
 eg. Book. **357** on the Machinery of the **Wood Iron or Steel** **Sp Pymlan** Master (No. of Visits **9**)

Gross Tonnage **3575** Vessel built at **Murcaste** By whom **R. Stephenson & Co Ltd** When **1906. 5**  
 Net Tonnage **2531** Engines made at **do** By whom **H.C.** When **1906**

Registered Horse Power **311** Boilers, when made (Main) **1906** (Donkey) **1906**  
 No. of Main Boilers **2** Owners **Hauson Bros Ltd** Port **London** Voyage \_\_\_\_\_  
 No. of Donkey Boilers **1** If Surveyed Afloat or in Dry Dock **Boths**  
 Steam Pressure in Main Boilers **165** (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. for Special Survey, Date of last Survey and of Periodical Surveys.	Years Amalgamated expired.	Machinery and Boiler Surveys (including date of N.B. if any).
<b>1-1000 1-6</b>		<b>1- LMC</b>
<b>has deck into fld</b>		<b>MS 3-15</b>
<b>S.S off No 2-15</b>		<b>RS 8-15</b>
		<b>T.S. 3-15.</b>

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 Assoc:**

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

Do. " Donkey " " " " **Yes**

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? **Yes**

Did the Surveyor examine the Safety Valves of the Main Boiler? **Yes** To what pressure were they afterwards adjusted under steam? **165 lbs**

Did the Surveyor examine the Safety Valves of Donkey Boiler? **Yes** To what pressure were they afterwards adjusted under steam? **80 lbs**

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? **Yes** 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? **Yes** 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? **Close.**

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 13<sup>th</sup> 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 & was skimmied up & new neck & gland bushes fitted. Crank shaft lifted & all brasses reinstalled. All shafting lined up. HP & IP piston rods skimmied up & new neck & gland bushes fitted. Guide shoes reinstalled. LP bottom end top half was reinstalled. Thrust bearings reinstalled. Condenser tubes removed & tested. Condenser tested & stern bush reworked.**

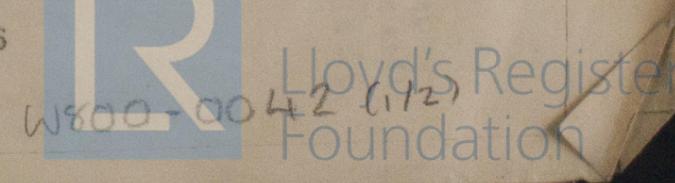
**:- LMC Cylinders, pistons, valves, facers, crank, Thrust & times**

General Observations, Opinion, and Recommendation:— **The Machinery of this vessel is now in a good & efficient condition & eligible to remain as classed with Record of + LMC 10.16. Screw shaft over 10.16**

Survey Fee (per Section 95).....	£ 5. 10. 0	Fees applied for <b>17 Oct - 1916</b>
Special Damage or Repair Fee (if any).....	£ 5. 5. 0	
Travelling Expenses (if chargeable).....	£	Received by me, <b>15. 12. 1916</b>

Committee's Minute **TUE. OCT. 24. 1916**  
 Assigned **+ LMC 10.16**

**Wm B A Compton**  
 Engineer Surveyor to Lloyd's Register of Shipping.



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.  
B. J. 8. 16 now held.  
This vessel is slighter for  
THE RECORD + L.M.C. 10. 16.

S 10. 16.

J.W.D.  
19/10/16

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN

s/s Penylan.

Shafting, condenser pumps, ledges & 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  
Bear of screw shaft skinned up & properly refitted  
Spur screw shaft dealt with in same manner  
L.P. piston ring renewed & new set of Lockwood &  
Carruth's piston rings fitted to H.P. piston. H.P. piston  
rings skinned up. H.P. & M.P. valve spindles skinned  
up & new neck & gland bushes fitted & leak motion  
overhauled. New set of main feed pump valves fitted  
& all pumps overhauled. All top rollers of re straps  
renewed & minor repairs effected.

Donkey boiler inspected. Iron 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.