

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

(Received at London Office)

Date of writing Report 20<sup>th</sup> June 1916 When handed in at Local Office 21<sup>st</sup> June 1916 Port of London

No. in Survey held at London Date, First Survey 1<sup>st</sup> June Last Survey 5<sup>th</sup> June 1916

eg. Book. 1914 on the Machinery of the Wood, Iron or Steel 15<sup>th</sup> Port Nicholson Master Mr. Mahara

Gross 5418 Net 5442 Vessel built at Belfast By whom Workman & Clark & Co. When 1912-4

Registered Horse Power 804 Engines made at " By whom " When "

No. of Main Boilers 4 Boilers, when made (Main) 1912 (Donkey) "

No. of Donkey Boilers 1 Owners Commonwealth & Dominion Line Port London Voyage New York

Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock Dry Dock & Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 1

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking & Y.S.

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? ☒ 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? ☒

Did the Surveyor examine the Safety Valves of Donkey Boiler? ☒

To what pressure were they afterwards adjusted under steam? ☒

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? 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? Rewooded

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

Now done. Vessel placed in dry dock. Examined propellers, stern bushes and outside fastenings. Both tail shafts drawn in, examined, stern bushes rewooded and key of Port tail shaft tried in propeller and refitted to shaft.

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. & H.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)  
so far as at present seen is in good condition and eligible in my opinion to remain as classed and have fresh record of P.S. 6, 16

Survey Fee (per Section 98) £ 10 Fees applied for 19

Special Damage or Repair Fee (if any) £ Received by me, 19

(per Section 98.)

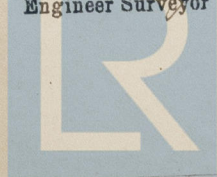
Travelling Expenses (if chargeable) £

Committee's Minute TUE. JUN. 27. 1916

Assigned as now

FRI. 2 FEB. 1917

John S. Gordon  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

W804-0120

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



Screw shaft examined.

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

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.

Both.

SG. 16.

JWD.  
22/6/16

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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