

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

(Received at London Office)

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

No. in Survey held at London Date, First Survey 1st June Last Survey 5th June 1914

1914 on the Machinery of the Wood, Iron or Steel 1 5/8" Port Nicholson (La Maharoni) Master

Gross Tonnage 5418 Vessel built at Belfast By whom Workman & Clark Ltd When 1912-4

Net Tonnage 5442 Engines made at " By whom " When "

Registered Horse Power 804 Boilers, when made (Main) 1912 (Donkey) "

No. of Main Boilers 4 Owners Commonwealth & Dominion Line, Port London Voyage New York

No. of Donkey Boilers 4 If Surveyed Afloat or in Dry Dock Dry Dock & Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Team Pressure—200 (State name of Dock.)

in Donkey Boilers 4

Last Report No. Port

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned to expire.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>+ 100 A.1.</u>		<u>+ L.M.C. 12/15</u>
<u>Shelter dk</u>		<u>T.S. P 5/15</u>
<u>with freeboard</u>		<u>" S. 4/14</u>
<u>12-15</u>		

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 T.S. 6, 16.

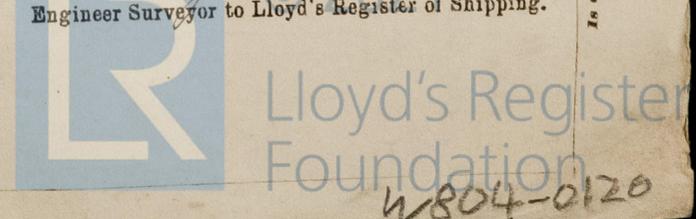
Survey Fee (per Section 98).....	£ <u>✓</u> :	Fees applied for
Special Damage or Repair Fee (if any).....	£ :	19
Travelling Expenses (if chargeable).....	£ :	Received by me,
		19

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

FRI.-2 FEB. 1917

Committee's Minute TUE. JUN. 27. 1916

Assigned As now



W804-0120

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

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

[Handwritten scribbles]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation