

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

(Received at London Office)

WED. 17 MAY. 1916

Writing Report

When handed in at Local Office

16-5-1916

Port of Dull

Survey held at *Chooles*

Date, First Survey

29-4-16

Last Survey

11-5-1916

on the Machinery of the *Wood* Steel*S.S. Pearl*Master *K.W. Bickson*Gross *618*Net *294*Vessel built at *Londonderry*

By whom

Londonderry S.E. & Co. Ltd.

When

*1904 3*Engines made at *Trivine*

Boilers, when made (Main)

1904

By whom

Kennew Bro & Co.

When

*1904*Main Boilers *1*

Boilers, when made (Main)

1904

By whom

Kennew Bro & Co.

When

*1904*Donkey Boilers *1*Owners *Wetherall S.S. & Co. Ltd.*

Port

Donkey

When

*1908*Pressure-Boilers *140*

If Surveyed Afloat or in Dry Dock

Chooles

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.

Year Assigned

now expired.

Machinery and Boiler

Surveys

(including date of N.B., if any).

*+ 100 A1.**+ LMC 1-15**1-15.**SS NWC. No. 3. 7-11.**NDB 08**SS Goo. No. 1. 15.**81-15.*

Report No.

Port

M & D

Particulars of Examination and Repairs (if any)

Damage

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In 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 not.

Was a damage report made by anyone else? If so, by whom? *Underwriters*

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

yes

" Donkey "

"

"

yes

not done, state for what reasons?

parts of the Boilers could not be thus thoroughly examined?

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?

Surveyor examine the Safety Valves of the Main Boiler?

yes

To what pressure were they afterwards adjusted under steam?

140 lbs

Surveyor examine the Safety Valves of Donkey Boiler?

yes

To what pressure were they afterwards adjusted under steam?

100 "

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

yes

, and of the Donkey Boiler?

yes

Surveyor examine the drain plugs of the Main Boilers?

none

, and of the Donkey Boiler?

none

Surveyor examine all the mountings of the Main Boilers?

yes

, and of the Donkey Boiler?

yes

shaft now been drawn and examined?

yes

Is it fitted with continuous liner?

or two liners?

or is it without liners?

yes

now been changed?

NO

If so, state reasons

shaft now fitted new?

Has it a continuous liner?

or two liners?

or is it without liners?

WHITE METAL

distance between ~~between~~ of stern bush and top of after bearing of screw shaft?

Bush re-metalled

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

Complete,

main boiler examined throughout. Centre furnace leading edge that joins C.C. made up where wasted the electric welding process. 2 small cracks in the furnace welded up by the electric process. donkey boiler examined throughout and found in good working condition.

Damage alleged to have been sustained whilst the vessel was on the ground at Swinefleet Reach 11-4-16. sc. shaft, propeller and sea connection fastenings examined.

now done. The Sternbush re-metalled.

General Observations, Opinion, and Recommendation:—This vessel's machinery

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, 140 lb., E.D., &c.)

eligible in my opinion to remain as classed with best record of B.S. 5-16. note 35-16.

Survey Fee (per Section 22)

£ 1. 10. -

Fees applied for

16-5-1916

Special Damage or Repair Fee (if any)

*£ 1. 1. -**M. R.*

Travelling Expenses (if chargeable)

£ 12. 6

Received by me,

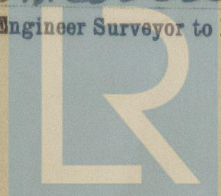
*18.5.1916**W.H. Roberts*

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. MAY. 23. 1916

23.5.16.

Assigned



Lloyd's Register Foundation

W809-0085

BP Dec 1.16 now held
Screw kept to hand for
grounding damage.

It is submitted that
this vessel is eligible for
THE RECORD. BP 5.16

SP 5.16

S.M.
18.5.16.

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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