

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

No. 77176

(Received at London Office WED. 5-DEC. 1917)

of writing Report 17 NOV 1917 When handed in at Local Office 17 NOV 1917 Port of LIVERPOOL

Survey held at Liverpool Date, First Survey 4 Last Survey Nov 14 1917

on the Machinery of the Wood, Iron or Steel s/s 'Justicia' Master

GROSS 32234 Net 19801 Vessel built at Belfast By whom Harland & Wolff, Ltd. When 1917 4

Engines made at Belfast By whom Harland & Wolff, Ltd. (Donkey) When 1917

Boilers, when made (Main) 1917 Owners Oceanic Steam Nav. Co. Ltd. (White Star Line) Port. Liverpool Voyage

Donkey Boilers 0 Main Boilers 2157 If Surveyed Afloat or in Dry Dock Gladstone Dock - Dry

Donkey Boilers (State name of Dock.)

Report No. Port

Particulars of Examination and Repairs (if any) Dry docking

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarized at the end of the report. State also the names and initials of any letters respecting this case.

Image 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?

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

Donkey " " " "

What parts of the Boilers could not be thus thoroughly examined?

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?

Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

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

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler?

Screw shaft, now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

Shaft now been changed? If so, state reasons

Shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

the distance between ligum vitae of stern bush and top of after bearing of screw shaft? S & P = 2 3/8", H = 5/16"

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

Where and when tested and Superintendent

The propellers, outer ends of stern bushes and fastenings of sea connection examined. Sea connections overhauled and examined.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as far as seen, is in good condition and, in my opinion, eligible to remain as classed without fresh record of survey

(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, R.M.S. 11, D.M.S. 11, or L.M.C. 11, 140 lb., F.D., &c.)

Survey Fee (per Section 28) £ 19

Special Damage or Repair Fee (if any) (per Section 28) £

Travelling Expenses (if chargeable) £

Fees applied for Received by me, B. G. Oxford

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL - 4 DEC 1917

Assigned as now.

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

W819/20
6.12.14.

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.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.