

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

(Received at London Office)

WED. AUG. 4-1975

Date of writing Report 31-7-1915 When lodged in at Local Office 31-7-1915 Port of Hull

No. in Survey held at Hull Date, First Survey 28-7-15 Last Survey 30-7-1915

Reg. Book. 236 on the Machinery of the Wood, Iron or Steel S. K. "LANGLAND" Master W. Addy

Tonnage { Gross 240 Vessel built at Rath Shields By whom Smiths D.K.C. Ltd. When 1905-12
Net 92 Engines made at Sunderland By whom McCall & Pollock, Ltd. When 1905

Registered { Horse Power 57 Boilers, when made (Main) 1905 (Donkey) ✓

No. of Main Boilers One Owners East Riding & London T. Co. Ltd. (S.C. Hudson) Hull Voyage Fishing

No. of Donkey Boilers None

Steam Pressure 180 If Surveyed Afloat or in Dry Dock St Andrews Dock

In Main Boilers ✓ (State name of Dock.) St. Andrews Slip

In Donkey Boilers ✓

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	MAKING
As for Special Survey.	Machinery and Boiler

Last Report No. _____ Port _____		Date of last Survey and of Periodical Surveys. _____	(Including date of N.E., if any). _____
Particulars of Examination and Repairs (if any) <i>Docking & P.S.</i>		<i>100 A.I.</i>	<i>L.M.C. 6.14</i>

(Periodical Surveys, when held, must be reported in detail and seriatim 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 summarized 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? yes.

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? *yes* ✓ To what pressure were they afterwards adjusted under steam? *✓*

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

Did the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boiler? ✓

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? no Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

Has shaft now been changed? ☒ 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? $\frac{1}{8}$

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Screw shaft is examine. The owners propose to do this at next docking.*

The vessel placed on slip, the propeller & fastenings & the fastenings of all sea connections Examined and found in good order.

B. The main boiler examined with its safety valves & mountings and found in safe working condition.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is (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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, E.S. 9, 11, E. & M.S. 9, 11, or * L.M.C. 140 lb., F.D., &c.) in safe working condition and eligible, in my opinion, to remain as classed with the fresh record B.S. 7. 15.

Survey Fee (per Section 25)	£ 1 : 0 : 0	Fees applied for	3/8/15
Special Damage or Repair Fee (if any) (per Section 26.)	£ : : :	Received by me,	<i>A. G. Forster</i>
Travelling Expenses (if chargeable)	£ : : :		Engineer Surveyor to Lloyd's Register of British and Foreign Shipping

Committee's Minute FRI AUG 6 - 1915 FRI SEP - 3. 1915 Lloyd's Re

Assigned BS 7.15

W 825-011

BS due 6.15 now held

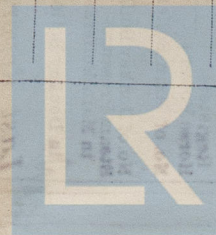
It is submitted that
this vessel is eligible for
THE RECORD.

BS 4/15-

V.P.
5.8.15

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.



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