

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

(Received at London Office)

Report No. 21-1-16 When handed in at Local Office 21-1-16 Port of Hull

Survey held at Hull Date, First Survey 12-1-16 Last Survey 13-1-1916
(No. of Visits 2)

on the Machinery of the Wood, Iron or Steel Sc K. "Lord Roberts" Master Earle C. Ltd When 1907-8

Gross 293 Vessel built at Hull By whom Earle C. Ltd When 1907
Net 117 Engines made at Hull By whom Earle C. Ltd When 1907
Main Boilers 86 Boilers, when made (Main) 1907 (Donkey) ✓
Donkey Boilers 1 Owners Yorkshire S.F. Co. Ltd Port Hull Voyage Admiralty Service
Pressure 200 If Surveyed Afloat or in Dry Dock St Andrews
Donkey Boilers ✓ (State name of Dock.)

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

CHARACTER, &c. for Special Survey, Date of last Survey and of Periodical Surveys.	Year last applied.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>1-100 A1</u>		<u>L.M.C. 6, 11</u>
<u>Stm Trawler</u>		<u>BS 4, 14</u>
<u>7.13</u>		<u>57, 13.</u>
<u>SS Hull No 1512</u>		

Particulars of Examination and Repairs (if any) Screw Shaft.

Special 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 summarised at the end of the report. State also the date and initials of any letters respecting this case.

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?

Was a Donkey boiler examined? No opportunity, see below.

What parts of the Boilers could not be thus thoroughly examined? None

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? None

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? None

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? None

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 the screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes or two liners? no or is it without liners? no

Has the shaft now been changed? no If so, state reasons no Has it a continuous liner? no or two liners? no or is it without liners? no

Has the distance between lignum vite of stern bush and top of after bearing of screw shaft? Good fit.

Is the Survey complete? Complete.

The screw shaft, propeller, & sea connection fastenings found satisfactory.

The stern bush rewooded.

As this vessel is still on Government service, no arrangements can be made at present to hold the SS No 2.

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

is eligible in my opinion to remain as classed, without fresh record of survey. Note S1, 16.

Survey Fee (per Section 25).....	£	19	Fees applied for	
Special Damage or Repair Fee (if any).....	£	✓		Received by me,
Travelling Expenses (if chargeable).....	£	✓		

P. Fitzgerald
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

TUE 12 SEP 1916

Committee's Minute FRI. 28 JAN. 1916
Assigned Deferred



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

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

Sp. No. 2 due 8.16. No arrangements
Vessel in Admiralty Service
Screw shaft stand.

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.

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

S.1.16

M.S. 16

25-11-16

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2021

Lloyd's Register
Foundation