

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

(Received at London Office)

Date of writing Report

19

When handed in at Local Office

June 4<sup>th</sup> 1915 Port of Barry

No. in Reg. Book

Survey held at

Barry

Date, First Survey

Last Survey

June 14<sup>th</sup> 1915

2<sup>nd</sup> Supp.

on the Machinery of the Wood, Iron or Steel

S/S LINKMOOR

Master

YEAR. MONTH.

Tonnage

Gross 4306  
Net 2746

Vessel built at South Shields

By whom

J. Readhead & Sons Ltd.

When 1914-5

Registered Horse Power

386

Engines made at

B.

By whom

(Donkey)

1914

When 5

No. of Main Boilers

283

Boilers, when made (Main)

1914

(Donkey)

1914

No. of Donkey Boilers

1

Owners Iron Line Ltd. (W. P. & Co. Ltd.) Port London.

Voyage

Steam Pressure

180

Is Surveyed Afloat or in Dry Dock

Barry Graving Sh.

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned Surveyed.	Machinery and Boiler Surveys (including date of N.B., if any).
7-100 A1.		7-2.M.C. 5-14
9-14.		

Last Report No.

Port

Particulars of Examination and Repairs (if any) Docking.

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?

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

Kessel plates in dry dock. Propeller, stern bush examined. In row. Propeller shaft (continuous) drawn. Found in row & refitted.

## General Observations, Opinion, and Recommendation:—

(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. 4, 9,11 140 lb., F.D., &c.)

As far as now seen is in good working condition, except in my opinion to remain as classed & to have record of shaft run 6-15 in the Register Book.

Survey Fee (per Section 28).....	£	:	:
Special Damage or Repair Fee (if any) (per Section 28.).....	£	:	:
Travelling Expenses (if chargeable).....	£	:	:

Fees applied for

19

Received by me,

19

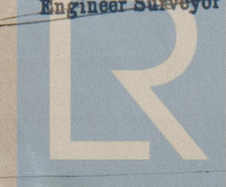
Committee's Minute

FRI. JUN. 11. 1915

Assigned

as now

John W. Gwynne  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W827-0034

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

In a Certificate required If so, to be sent to



*Star Ship Star*

*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.

S. 6. 15-

*Im. S.*

8. 6. 15-

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register  
Foundation