

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

(Received at London Office TUE. 21 DEC. 1915)

Date of writing Report 20th Dec 1915 When handed in at Local Office 20th Dec 1915 Port of CARDIFF

No. in Reg. Book. Survey held at Cardiff Date, First Survey 17th Dec Last Survey 17th Dec 1915 (No. of Visits 3)

503 on the Machinery of the Wood, Iron or Steel Sc. St. Lexie Master

Tonnage { Gross 3778 Net 2375 Vessel built at Sunderland. By whom Barham Sons When 1911 MONTH 3

Registered Horse Power { 315 Engines made at " By whom J. Dickinson Sons & Co When 1911

No. of Main Boilers 2 Boilers, when made (Main) 1911 (Donkey) 1911

No. of Donkey Boilers 1 Owners Laming & Co. S. S. Co. Ltd Port London Voyage Mount Stuart

Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Mount Stuart Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 80 lbs

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Screw Shaft

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assessed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100A1 1.15		* L.M.C. 9.14 J.S.9.14

(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? 1/8" bare

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

The propeller, screw shaft, stern bush, and fastenings of the sea connections examined and found good.

The after ^{part of} liners of somewhat unevenly worn, so that although the lower half of stern bush has been rewooded the distance between lignum vitae of bush, and after bearing of stern bush is 1/8" bare

General Observations, Opinion, and Recommendation:— The machinery of this vessel (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. 2,11, B.M.S. 2,11, or L.M.C. 2,11, 140 lb., F.D., &c.)

as far as seen is in good condition and eligible in my opinion to remain as classed and to have record of survey J.S. 12.15 in the Register Book.

Survey Fee (per Section 28)..... £ : :	Fees applied for
Special Damage or Repair Fee (if any)..... £ : :	
Travelling Expenses (if chargeable)..... £ : :	
	19
	Received by me,
	19

James Barclay
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. DEC. 24. 1915

Assigned As above



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

If so, to be sent to

Screw Shaft Brand

*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/12.15

J.M.

22.12.15

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register
Foundation