No. 70326

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

(Received at London Office THURS OCT 1917)

Commencing Report 4th Oct 1917 When handed in at Local Office 4th Oct 1917 Port of Newcastle on Tyne

Survey held at Jarrow & N Shields Date, First Survey 13th Sept Last Survey 3rd Oct 1917 (No. of Visits 8)

on the Machinery of the ~~Wood, Iron or~~ Steel S S Lodaner Master J Marr

Gross	1291	Vessel built at Newcastle	By whom Swan Hunter & R Richardson	When YEAR 1905	MONTH 5
Net	2106	Engines made at do	By whom R E Mac Colls	When 1905	
Ded Over	308	Boilers, when made (Main) 1905	(Donkey) 1905		
in Boilers	2	Owners Lodoe S S Co Kahn & Kuns	Port London	Voyage	
key Boilers	1	If Surveyed Afloat or in Dry Dock Both			
essure— Boilers	180	(State name of Dock.) Newcastle D. D.			
ey Boilers	90				

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100 A1 11.16		✠ LMC 5.14
LS LMC No 2.14		BS 10.15 TS 3.16

Report No. Port Ministry of Shipping

Particulars of Examination and Repairs (if any) & LMC

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In 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 ed? ✓ 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? Yes

" Donkey " " No

not done, state for what reasons? D B surveyed 3/17 " Lu Newport report No 18922.

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

special means, in the absence of internal examination, were adopted by the to assure himself of the thorough efficiency of those parts of each Boiler? ✓

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185 lbs per □"

Surveyor examine the Safety Valves of Donkey Boiler? Yes Internally To what pressure were they afterwards adjusted under steam? 90 lbs per □"

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? No

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

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

shaft now been drawn and examined? No Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

now been changed? No If so, state reasons ✓

now fitted new? ✓ Has it a continuous liner? Yes, or two liners? ✓ or is it without liners? ✓

stance between lignum vitæ of stern bush and top of after bearing of screw shaft? 15"

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

examined the cylinders, pistons, slide valves, crank thrust and el shafts, air, circulating, bilge & feed pumps, condenser. steam ing gear & windlass. propeller, aft end of stern bush, sea cocks their fastenings. Repairs carried out. New L P piston ring fitted bump levers fitted with new gudgeon & end cross stay & pins, feed valves & seats re faced. all condenser tubes removed, tested and ted & condenser tested, feed valve chest repaired 2 feed pump plungers ned up glands bushed & neck rings fitted, new key fitted in steering shaft. Cut the main boilers their safety valves & mountings. a piece of the stbd CL back of port boiler cut out, and a flanged patch & electric welded fitted. 40 CL back & side stays and a number of e studs renewed, one end manhole built up by electric welding and new doors fitted. 2 new windlass cylinders fitted.

General Observations, Opinion, and Recommendation.—The machinery of this vessel 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.&H.S. 9.11, or ✠ L.M.C. 9.11, 2 lb., F.D., &c.)

far as seen is now in good condition and is in my opinion able to remain as classed in the register book with fresh record 3.17 as recommended in Dry report No 18922 and M.S. 10.17.

Section 28)	£ 5 . 10 . 0	Fees applied for 8 - OCT 1917
or Repair Fee (if any) Section 28.)	£ ✓	
enses (if chargeable)	£ . or	Received by me, 20-6-1918

George Murdoch
Engineer Surveyor to Lloyd's Register of Shipping.

22.6.18

Committee's Minute FRI OCT 12 1917.

+LMC M.S. 10.17
M.S. 10.17
D.B.S. 3.17

FRI JUL 19 1918

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

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

L L 1103 due 5.17. hereabout

BL due 10.16 completed

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.

+2 MC. MS 10.17

MBS 10.17

DBS 3.17

11.20.17