

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

(Received at London Office THU. 18. APR. 1918)

Date of writing Report 16th April 1918 When handed in at Local Office 17th April 1918 Port of CARDIFF

No. in Reg. Book. 631 Survey held at Cardiff Date, First Survey 4th April Last Survey 8th April 1918
on the Machinery of the Wood, Iron or Steel S.S. "Mars" Master (No. of Visits 2)

Tonnage { Gross 3550 Net 2236 Vessel built at W. Hartlepool By whom Furness, Withy & Co. Ltd. When 1907-10
Registered Horse Power 312 Engines made at Hartlepool By whom Richardson, Wigham & Co. Ltd. When 1907
No. of Main Boilers 2 Boilers, when made (Main) 1907 (Donkey) 1907
No. of Donkey Boilers 1 Owners Globe Shipping Co. Ltd. Port Newcastle Voyage Gr. Service
Working Pressure—Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock Commercial Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____
Particulars of Examination and Repairs (if any) Docking

CHARACTER, &c. for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned (if any).	Machinery and Boiler Surveys (including date of N.B., if any).
<u>H100A1</u>		<u>L.M.C. 7.16</u>
<u>7.16</u>		<u>B.S. 9.18</u>
<u>S.S. Hull No. 2.15</u>		<u>T.S. 7.16</u>

Medical 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 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? No.

Do. " " Donkey " " " " No.

Why was this not done, state for what reasons? Not due for survey

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

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

Has the shaft now been changed? If so, state reasons

Has the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

What is the distance between lignum vite of stern bush and top of after bearing of screw shaft? 3/32"

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

Vessel placed in dry dock, outside fastenings examined, all in order.

Please note change of Owners.

General Observations, Opinion, and Recommendation:— This vessel's machinery is in a good and safe working condition, as far as seen, and is eligible, in my opinion, to remain as classed.

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, S.S. 9.11, S.S.H.S. 9.11, or L.M.C. 9.11, 140 lb., E.D., &c.)

a good and safe working condition, as far as seen, and is eligible, in my opinion, to remain as classed.

Survey Fee (per Section 28).....	£	:	:	Fees applied for
Special Damage or Repair Fee (if any) (per Section 28.).....	£	:	:	10
Traveling Expenses (if chargeable).....	£	:	:	Received by me,
				19

J.S. Hunter
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 23. APR. 1918

Assigned As now



*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.

*J.P.
18.4.18*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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