

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

No. 17943

(Received at London Office THU. SEP. 10. 1914)

Date of writing Report 8-9-14 When handed in at Local Office 8-9-14 Port of Newport Mon

No. in Reg. Book 417 Survey held at Newport Mon Date, First Survey 4 Last Survey 4.9.1914

on the Machinery of the Wood, Iron or Steel S.S. 'Potaro' Master (No. of Visits 1)

Tonnage } Gross 4419 Vessel built at Belfast By whom Harland & Wolff Ltd When 1904.12  
 Net 2240 Engines made at Do By whom Harland Wolff & Co When 1904

Registered Horse Power 378 Boilers, when made (Main) 1904 (Donkey) ✓

No. of Main Boilers 3 Owners Royal Mail Steam Pk. Co. Port Belfast Voyage \_\_\_\_\_

No. of Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Channel D. D.

Steam Pressure in Main Boilers 205 (State name of Dock.)

in Donkey Boilers ✓

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

CHARACTER. of Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned or expired.	Machinery and Boiler Survey (including date of M.B., if any).
+100 A.1. Hnl. 12-13.		+L.M.C. 9-12
S.P. Hnl. no 2-12		B.P. 1.14
		T.P. 9.13 5.13
		+L.L.D.R.M.C. 4-14

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Donkey

(Periodical Surveys, when held, must be reported in detail and serially in the forms 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? no

Do. " Donkey " " " " " ✓

If this was not done, state for what reasons? not due

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? no Is it fitted with continuous liner? \_\_\_\_\_ or two liners? \_\_\_\_\_ or is it without liners? \_\_\_\_\_

Has shaft now been changed? \_\_\_\_\_ 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 vite of stern bush and top of after bearing of screw shaft? 3/16"

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

Vessel dry docked, propeller & fastenings of sea connections examined.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is now  
(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.C. 9.11, 100 lb., F.D., &c.)  
slight to remain as classed without fresh record.

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

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

Committee's Minute TUE. SEP. 15. 1914

Assigned as now



W845-0097

Interst Character of ship and Machinery precisely as in the Register Book.

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

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

W.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.

31/5/01  
C/S

STATE OF MASSACHUSETTS  
OFFICE OF THE REGISTER OF VESSELS  
REGISTERED IN THE PORT OF BOSTON

1901

1901

1901

1901

1901

1901

1901

1901

1901

1901

1901

1901

1901

THE REGISTER OF VESSELS  
OFFICE OF THE REGISTER OF VESSELS  
STATE OF MASSACHUSETTS  
REGISTERED IN THE PORT OF BOSTON

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

