

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

(Received at London Office

WED. 16 AUG. 1916)

Date of writing Report 12-8-16 When handed in at Local Office 12-8-16 Port of Glasgow.

No. in Reg. Book 465 Survey held at Glasgow Date, First Survey 27/4/16 Last Survey 31-4-1916

on the Machinery of the ~~Vesta~~ Steel S. S. "MATHERAN" Master (No. of Visits 2)

Tonnage Gross 4928 Vessel built at Belfast By whom Harland & Wolff Ltd When 1906-5

Registered Horse Power 685 Engines made at Belfast By whom Harland & Wolff Ltd When 1906

No. of Main Boilers 20 Boilers, when made (Main) 1906 (Donkey)

No. of Donkey Boilers 2 Owners J. & G. Brocklebank Port Liverpool Voyage

Steam Pressure in Main Boilers 215 If ~~Surveyed~~ in Dry Dock Goan Dry Dock

in Donkey Boilers

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.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A. 1. 12-13.		+L.M.C.
S.S. Bkn 721-11		M.S. 6-14.
		B.S. 4-16.
		T.S. 2-15.

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?

Boilers not due for survey.

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?

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 vitae of stern bush and top of after bearing of screw shaft?

3/16" Full.

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

Complete.

Not Done.

Propeller & its fastenings, end of stern bush & the sea connections & their fastenings examined & found in good condition

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. 9, 11, B.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

is in good condition & eligible, in my opinion, 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,

Fred. A. Ferguson.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

GLASGOW

15 AUG. 1916

FRI. - 9 FEB. 1917

Assigned As now.

Lloyd's Register

Foundation

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.

JWD.
18/8/16

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KEYS ARE

22/10/1911

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Handwritten text on the left margin: *Handwritten notes in cursive script, possibly a list or index.*

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11. 10. 1891

1895

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Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.