

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

(Received at London Office TUE. 11 JAN. 1916)

Date of writing Report 10-1-16 When handed in at Local Office 10-1-16 Port of Gull

No. in Reg. Book 1522 Survey held at Gloole Date, First Survey 17-12-15 Last Survey 7-1-1916
on the Machinery of the Wood, Iron or Steel S. S. Mopsa Master H. A. Greenwood

Tonnage { Gross 885 Net 385 Vessel built at St. Glasgow By whom Murdoch & Murray When 1902 5
Registered Horse Power 187 Engines made at Glasgow By whom Muir & Houston Ltd When 1902
No. of Main Boilers 2 Boilers, when made (Main) 1902 (Donkey) 1913
No. of Donkey Boilers 1 Owners Bennett S. S. Coy. Ltd. Port Gloole Voyage Boulogne
Main Pressure 180 If Surveyed Afloat or In Dry Dock Gloole
Donkey 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.	Year Assigned and now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A1.		+ LMC 4.14.
5.14.		
65 Goo. No 3, 5-14		S 4.13.
		N.B. 12

st Report No. _____ Port Bo &
Particulars of Examination and Repairs (if any) Damage

Medical Surveys, when held, must be reported in detail and variation in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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? Not reqd. Was a damage report made by anyone else? If so, by whom? Mr. Kay, Liverpool.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? yes

Where a thorough examination was not done, state for what reasons? ✓

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? yes To what pressure were they afterwards adjusted under steam? 180 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 85 lbs

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes, and of the Donkey Boiler? yes

Did the Surveyor examine the drain plugs of the Main Boilers? none, and of the Donkey Boiler? none

Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boiler? yes

Has the screw shaft now been drawn and examined? yes Is it fitted with continuous liner? _____ or two liners? _____ or is it without liners? yes

Has the stern shaft now been changed? no If so, state reasons _____

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

What is the distance between the stern bush and top of after bearing of screw shaft? White Metal Bush re-metalled.

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

Damage stated to have been caused by being struck by the Pannonia whilst lying at anchor in the Downs on the 4th Dec. 1915, the boilers shifting in their bearings about 3/4" Done. The smoke box & uptake fastenings examined, a few open studs in smoke boxes renewed. The main engine holding bolts examined and found in order. The main steam pipes annealed and tested to 360 lbs, repairs one pipe with one flange re-braced, one pipe with a new end and a new flange. main & aux feed pipes tested to 400 lbs, one pipe fitted with a new flange. The donkey boiler steam pipes annealed & tested to 180 lbs. The main & donkey boilers examined throughout, two stayed sc. stays in each main boiler renewed.

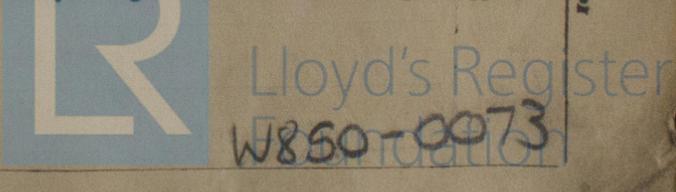
General Observations, Opinion, and Recommendation:— This vessel's machinery is clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.11, B.S.M.S. 9.11, or L.M.C. 9.11, 140 lb, F.D., &c.) is in my opinion to remain as classed with fresh record
BS. 1-16. Note S 1-16.

Fees applied for 10-1-16
Received by me, 12-1-16

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

Committee's Minute FRI. 14 JAN. 1916

Signed BS 1-16



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

In a Certificate required? If so, to be sent to

Damage due to collision.

Minor repairs effected.

P.S. due 4. 15 held 7

Screw shaft examined. 26

It is submitted that this vessel is eligible for

THE RECORD. BS 1. 16.

5 1. 16.

J.W.D.
11/1/16

I.B.—If this Report is copied by Copying Press, special 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.

The sc. shaft, propeller and sea connection fastenings found satisfactory.
Wear & Tear Repairs, the main funnel renewed,
CONR

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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