

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

(Received at London Office FRI JUL 23 1915)

Date of writing Report 20th July 1915 When handed in at Local Office 22 July 1915 Port of CARDIFF

No. in Survey held at Cardiff Date, First Survey 5 July Last Survey 17 July 1915

on the Machinery of the Wood, Iron or Steel S/S "Monitoria" Master

Gross 1904 Vessel built at Sunderland By whom Osbourne Graham & Co When 1899-8

Net 1165 Engines made at Do By whom H. & T. & Co. Ltd When "

Registered 197 Boilers, when made (Main) 1909 (Donkey)

orse Power 2 Owners Ericsson Shipping Co Ltd Port Newcastle Voyage Admiralty

o. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Dry Dock

o. of Donkey Boilers 1 (State name of 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) Broutin fastening

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?

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? 185 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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?

, and of the Donkey Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler? Yes

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler? Yes

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 vitae of stern bush and top of after bearing of screw shaft? 8

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

Whilst the vessel was on the Slipway the Propeller, Stern bush and outside fastenings of sea connections examined and found in order.

The Main and Donkey boilers have been opened up and examined together with their Safety valves and mountings.

Two bottom head hole doors have been dispensed with, on the Donkey Boiler owing to plate being wasted, and the holes permanently closed up by a riveted plate.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

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, R.S. 9,11, R.&M.S. 9,11, or L.M.C. 9,11, 140 H.P., &c.)

So far as now seen is in a safe working condition and in my opinion eligible to be retained as at present classed in the Register Book with fresh record of B.S. 7.15.

Survey Fee (per Section 95) £ 2 : 0 : 0 Fees applied for 22 July 1915

Special Damage or Repair Fee (if any) £ : : : Received by me, 23/7/1915

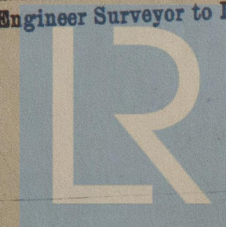
Travelling Expenses (if chargeable) £ : : : 24/7/15

Committee's Minute TUE. JUL. 27 1915

Assigned BS 7.15

T. W. Webb

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

BS due 8.15 low held

It is submitted that
this vessel is eligible for
THE RECORD.

BS 7.15

Y.P.

23.7.15

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