

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

(Received at London Office FRI JUL 22 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 5 1/2" Monitoria Master Y. H. H. H.

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

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

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

No. of Main Boilers 2 Owners Ericsson Shipping Co Ltd Port Newcastle Voyage Admiralty

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock 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) Bronze fastening

Periodical Surveys, when held, must be reported in detail and seriatim 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? Yes Was a damage report made by anyone else? If so, by whom? Yes

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes Do. " Donkey " " " Yes

If this was not done, state for what reasons? Yes And what parts of the Boilers could not be thus thoroughly examined? Yes

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? Yes Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185 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? Yes

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

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

Has shaft now been changed? Yes If so, state reasons Yes Is the shaft now fitted new? Yes Has it a continuous liner? Yes or two liners? Yes or is it without liners? Yes

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.

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 lb., F.D., &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 25) £ 2.0.0 Fees applied for 22 July 1915

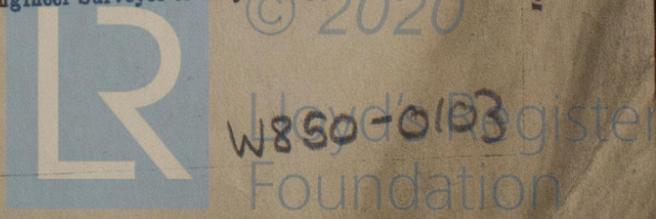
Special Damage or Repair Fee (if any) (per Section 28.) £ : : Received by me, 23/7/1915

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

Committee's Minute TUE. JUL. 27 1915

Assigned BS 7.15

F. W. Webb
Engineer Surveyor to Lloyd's Register of Shipping.



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

If so, to be sent to

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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