

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

No. 76616

Received at London Office SAT 30 JUN 1917

Date of writing Report Jun 17 When handed in at Local Office 29 JUN 1917 Port of LIVERPOOL

Survey held at Liverpool Date, First Survey 9 Last Survey June 10th 1917

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

Gross 3424 Vessel built at Stockton By whom Graig Taylor & Co. When 1912 7

Net 2079 Engines made at _____ By whom _____ When _____

Registered Horse Power 276 Boilers, when made (Main) _____ (Donkey) _____

of Main Boilers 2 Owners Galbraith Pembroke & Co. Port London Voyage _____

of Donkey Boilers _____

Working Pressure—180 If Surveyed Afloat or in Dry Dock Herculeum Dry. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers _____

Previous Report No. _____ Port _____

Particulars of Examination and Repairs (if any)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now required.	Machinery and Boiler Surveys (including date of E.R., if any).
<u>NA/00A/HAM 4.13</u>		<u>7.12</u>
		<u>B.S. 10.16</u>
		<u>T.S. 10.16</u>

Periodical Surveys, when held, must be reported in detail and serially 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 sides 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.

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? already done

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? 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

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

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8"

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

Vessel placed in dry dock, fastenings of sea cocks and valves, outside end of stern bush, propeller and fastenings of same examined and found in good condition. Nothing done re the machinery survey at this time. Vessel on Admiralty service.

General Observations, Opinion, and Recommendation:—

(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, E.S. 0,11, S.&N.S. 0,11, or * L.M.C. 0,11, 140 lb., F.D., &c.)

The machinery of this vessel as far as seen is now in good condition & worthy to remain as classed

Survey Fee (per Section 28) £ _____

Special Damage or Repair Fee (if any) (per Section 28.) £ _____

Swelling Expenses (if chargeable) £ _____

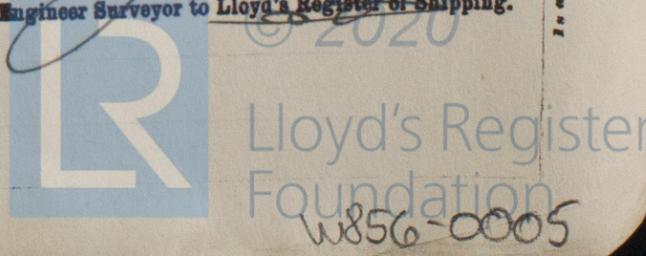
Fees applied for _____

Received by me, W. Gordon Haig, John Dykes £ _____

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL

Assigned as now. 1777



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

If no, to be sent to _____

Government Service

SS No 7 due 7.16 not advanced
re MS.

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.

It is suggested that
this vessel is to
remain as **CLASSED**.

Note screw shaft &
sea connections
as part of

T.J.H.
4.7.17

[Faint, mostly illegible handwritten text, possibly bleed-through from the reverse side of the page.]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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