9.

No. 76616

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

(Received at London Office SAT 30 JUN 1917)

Date of writing Report June 19 17 When handed in at Local Office 29 JUN 1917 Port of LIVERPOOL

No. in Book. 81 Survey held at Liverpool Date, First Survey 9 Last Survey June 10th 1917 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel S.S. HUNSBRIDGE Master

Tonnage { Gross 3424 Net 2079

Registered Horse Power 376

No. of Main Boilers 2

No. of Donkey Boilers ✓

Steam Pressure—Main Boilers 180

Donkey Boilers ✓

Vessel built at Stockton By whom Craig, Taylor & Co. When 1912 7 (YEAR. MONTH.)

Engines made at By whom When

Boilers, when made (Main) (Donkey)

Owners Galbraith Pembroke & Co. Port London. Voyage

If Surveyed Afloat or in Dry Dock Herculaneum Dry. (State name of Dock.)

Last Report No. Port

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.	Years Assigned Now expired.	Machinery and Boiler Survey. (including date of M.R., if any).
✠ 100 A1 Hon 4.13		✠ L.M.C. 7.12
		B.S. 10.16
		T.S. 10.16

Particulars of Examination and Repairs (if any)

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? ✓ 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.

To what parts of the Boilers could not be thus thoroughly examined? ✓

By 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 ✓

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

What is the distance between lignum vitæ 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, outer 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, B.S. 9,11, S.&N.S. 9,11, or ✠ L.M.C. 9,11, 140 lb., E.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.) £ : :

Travelling Expenses (if chargeable) £ : :

Fees applied for 19

Received by me, 19

W. Gordon Craig John Dykes

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL

Assigned as now. 1177

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

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

Government Service

S.S. 1003 due 7.16 not advanced re R.L.S.

It is submitted that this vessel is eligible to remain as CLASSED.

Note screw shaft sea connections as part L.S.

T.J.S.

4.7.17

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.

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE across THE MARGIN.