

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

(Received at London Office WED. 24 MAY. 1916)

Date of writing Report

19

When handed in at Local Office

MAY 19 1916

19

Port of

NEWCASTLE ON TYNE

in Book.

Survey held at Newcastle on Tyne

Date, First Survey

24 May

Last Survey

16 May 1916

4 on the Machinery of the ~~Wood~~ Steel

Huntstall

Master

Clarke

Gross 4331

Vessel built at Newcastle

By whom

Swan &amp; Hunter &amp; Co

When 1906-9

Net 2743

Engines made at Newcastle

By whom

Swan &amp; Hunter &amp; Co

When 1906

Registered 495

Boilers, when made (Main)

1906

(Donkey)

None

Main Boilers 3

Owners Requisitioned by the Admiralty

Port

London

Voyage

Donkey Boilers 7

If Surveyed ~~at~~ Dry Dock

(State name of Dock.)

Buccantine Dry Dock Co Ltd

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1 spark		LMC. 3-14
3-14		
SS Ham 7-2-14		T.S. 12-10
		10-12

st Report No.

Port

Particulars of Examination and Repairs (if any) B.S. &amp; T.S.

Medical 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 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?

Was a damage report made by anyone else? If so, by whom?

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

Yes

Donkey " " "

None

was not done, state for what reasons?

that 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?

Yes

To what pressure were they afterwards adjusted under steam? 213 lbs

Surveyor examine the Safety Valves of the Main Boiler?

Yes

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler?

Yes

Yes

, and of the Donkey Boiler?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Yes

, and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers?

Yes

, and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers?

Yes

, and of the Donkey Boiler?

crew shaft now been drawn and examined?

Yes

Is it fitted with continuous liner?

Yes

or two liners?

✓

or is it without liners? ✓

shaft now been changed?

No

If so, state reasons

shaft now fitted new?

✓

Has it a continuous liner?

Yes

or two liners?

✓

or is it without liners? ✓

the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

Lower half of lignum vitae renewed

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

Examined the (3) main Boilers with their mountings and found same satisfactory, and Safety Valves adjusted as noted. Propellor, stern bush, sea connections & their fastenings & found satisfactory. Tail shaft examined & found satisfactory. Lignum vitae in stern bush renewed (lower half)

General Observations, Opinion, and Recommendation:—

The machinery of this

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, B.&M.S. 9, 11, or X L.M.C. 9, 11, 140 lb., E.D., &c.)

vessel as far as seen is in good, & safe working order & condition and is eligible in my opinion, to remain as Classed, and to have notation of B.S. and T.S. 5-16 in the Register Book

Fee (per Section 28) £ 2 0 0

Fees applied for MAY 23 1916

Damage or Repair Fee (if any) £ :

Received by me, 25-5-1916

Landing Expenses (if chargeable) £ :

Thomas D. V. Brooks

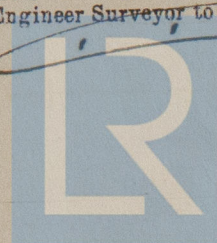
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. MAY. 30. 1916

TUE. 31 OCT. 1916

Signed

B.S. 5-16



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Lloyd's Register  
F0856-00088



Boat due 3.15 tea & crew  
Shoat exam d

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 submitted that  
this vessel is eligible for

THE RECORD. BP 5-16

5-16

JP  
25-5-16

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation