

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

(Received at London Office)

FRI. APR. 24. 1914

Date of writing Report 9th April 1914 When handed in at Local Office 9. 4 - 1914 Port of Hull

No. in Reg. Book 1139 Survey held at Hull Date, First Survey Mar 26th Last Survey Apr 7th 1914

on the Machinery of the Wood, Iron or Steel Hull Trader Master Boehman Husk

Tonnage Gross 304 Net 130 Vessel built at Selly By whom Boehman Husk When 1911. 2.

Registered Horse Power 45 Engines made at Farmouth By whom Gratton & Co. Ltd When 1911.

No. of Main Boilers 1 Boilers, when made (Main) 1911. (Donkey) ✓

No. of Donkey Boilers 1 Owners J. W. Harbeck Port Hull Voyage Union and Queen's

Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Union and Queen's

in Donkey Boilers ✓

Last Report No. Port Blacking and

Particulars of Examination and Repairs (if any) Boiler repairs

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1	1.14.	Time 2.11. 1911.14

(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? Partly

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? ✓

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? ✓

State 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? Complete.

Blacking and Boiler repairs.

Now done :- Vessel placed in dry dock.

Propeller fastenings & opening in good order

Boiler repairs :- A few leaky landings & rivets in same in combustion chamber backs of Boiler repaired by electric welding process.

These repairs were examined after completion and also under full steam when they were found tight and satisfactory.

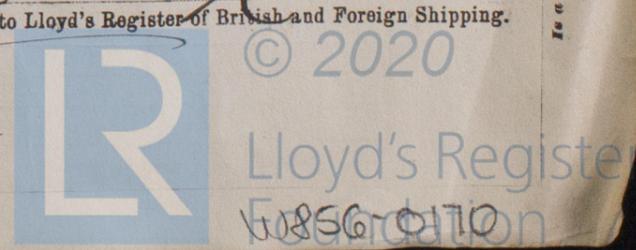
General Observations, Opinion, and Recommendation: The Machinery as now seen is in good order, and eligible in my opinion to remain as classed without fresh record.

Survey Fee (per Section 28).....	£ : :	Fees applied for	19
Special Damage or Repair Fee (if any).....	£ : :	Received by me,	19
Travelling Expenses (if chargeable).....	£ : :		

J. G. Mackillop
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUE. APR. 23. 1914

Assigned as now



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

Slight repairs due to water.

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

*P. S.
24. 4. 14.*

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.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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