

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

(Received at London Office)

Date of writing Report 9th April 1914 When handed in at Local Office 9. 4 - 1914 Port of Hull
No. in Reg. Book. Survey held at Hull. Date, First Survey Mar 26 Last Survey Apr 7 1914
1139 on the Machinery of the Wood, Iron or Steel Hull Trader. Master
Tonnage Gross 304 Vessel built at Selby By whom Cochrane & Sons Ltd When 1911. 2.
Net 130 Engines made at Farnmouth By whom Corbitt & Co Ltd When 1911.
Registered 45 Boilers, when made (Main) 1911. (Donkey)
Horse Power 1 Owners J. W. Harlock Port Hull Voyage
No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock Union and
Steam Pressure 180 lb (State name of Dock.) Queen's.
No. of Donkey Boilers 1 in Donkey Boilers

Last Report No. Port Blockading and
Particulars of Examination and Repairs (if any) Boiler repairs

(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.

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 Surveys (including date of N.B., if any).
+100H1 1.14.		Time 2.11. 981.14

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.

Blockading and Boiler repairs.

Now done :- Vessel placed in dry dock.

Propeller fastenings & openings 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 (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.) seen to be in good order, and eligible in my opinion to remain as classed without fresh record.

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

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

Committee's Minute

TUE. APR. 23. 1914

Assigned as now



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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 Boiler.

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.

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