

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

(Received at London Office)

25 MAY 1917

Date of writing Report 24 May 1917 When handed in at Local Office 25 MAY 1917 Port of London

No. in Survey held at London Date, First Survey 27<sup>th</sup> April Last Survey 22 May 1917 (No. of Visits 7)

1205 on the Machinery of the Wood, Iron or Steel S.S. Huntstrick Master W. S. Huntstrick YEAR. MONTH. 1917

Tonnage { Gross 8151 Net 5224 Vessel built at Belfast By whom W. S. Huntstrick & Co. L<sup>td</sup> When 1902-12

Registered Horse Power 831 Engines made at Belfast By whom W. S. Huntstrick & Co. L<sup>td</sup> (Donkey) ✓ When 1902

No. of Main Boilers 3 Boilers, when made (Main) 1902 Owners F. C. Stick & Co. L<sup>td</sup> Port London Voyage Commercial - R. Albatross

No. of Donkey Boilers none Surveyed Afloat or in Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No.          Port         

Particulars of Examination and Repairs (if any) Boiler Survey

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? ✓

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? How 200 lb

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?         

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

Examined all main Boilers externally & internally & found same in fair condition - Safety valves & mountings examined & overhauled.

Now done - A number of cracks in landing edges of all boilers. Construction Chamber plates electrically welded & a number of rivets in saddle plates of furnaces renewed. A number of screw stays in boiler broken (2 in port, 12 in Starb & 4 in Centre) renewed.

Bottom Manhole doors electrically welded & doors refitted. A number of screw stay nuts renewed. 12 bolts in main blow down of entire boiler renewed. The blow down cock on port side of vessel's shell (for Centre & port-bodies) leaking very badly - new cocks have been fitted between this cock & boiler cocks.

Safety valves adjusted & blow at working pressure.

General Observations, Opinion, and Recommendation: - The machinery of this vessel, (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 L.M.C. 9.11, 140 lb., F.D., &c.)

As far as seen, is now in a safe working condition & eligible, in our opinion, to have B.S. 5.17 recorded in the Society's Register.

The blow down cock on port side of vessel to be overhauled at next dry docking.

Survey Fee (per Section 28) £ 200 Fees applied for 5/6 1917

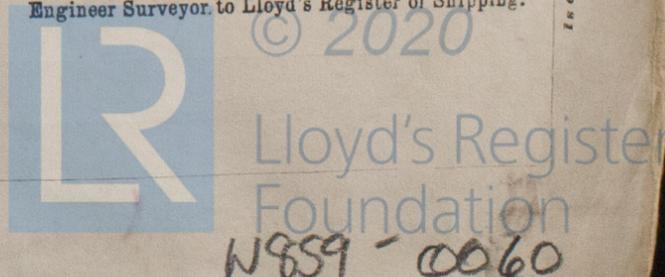
Special Damage or Repair Fee (if any) (per Section 28.) £ : : Received by me, 14/6 1917

Travelling Expenses (if chargeable) £ : : 7/6

Committee's Minute TUE - JUN 1917

Assigned As now Subj. BS 5.17

Thomas Blackie & Robt. Balfour  
Engineer Surveyor to Lloyd's Register of Shipping.



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

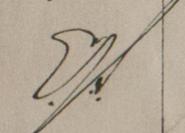
If so, to be sent to

At due 11.16 now held  
Blow down cock on port side  
found leaking.

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 5.17

It is submitted that  
this vessel is eligible to  
remain as **CLASSED.**  
Subject to blow down  
cock on Ship's side  
(port) being overhauled  
when vessel next  
dry docks.

  
30.5.17.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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