

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

No. 13317

Date of writing Report *Nov. 20* 1916 When handed in at Local Office *Nov. 21* 1916 (Received at London Office) *TUE. 5-DEC. 1916*

No. in Reg. Book. *493* Survey held at *Doboken* Port of *New York*

on the Machinery of the *Wood, Iron or Steel* *S. S. King Bloddy*

Tonnage Gross *2153* Vessel built at *Newcastle* Date of First Survey *Nov. 4* Last Survey *Nov. 16* 1916

Registered Horse Power *356* Engines made at *Newcastle* By whom *Palmer & Co. Ltd.* Master *J. R. King* 1905-10

No. of Main Boilers *2* Boilers, when made (Main) *1905* By whom *Palmer & Co. Ltd.* (Donkey) *1905* When *1905-10*

No. of Donkey Boilers *1* Owners *King & Co. Ltd.* Port *London* Voyage *Dover*

Steam Pressure in Main Boilers *150* If Surveyed Afloat or in Dry Dock *Tellin & Sons* (State name of Dock.)

Last Report No. *Port*Particulars of Examination and Repairs (if any) *Docking & part B.S.*

(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 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? *Donkey boiler under steam*

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?

Yes

To what pressure were they afterwards adjusted under steam?

*134 lbs per sq. in.*

Did the Surveyor examine the Safety Valves of Donkey Boiler?

No

To what pressure were they afterwards adjusted under steam?

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

Yes

and of the Donkey Boiler?

No

Did the Surveyor examine the drain plugs of the Main Boilers?

Yes

and of the Donkey Boiler?

No

Did the Surveyor examine all the mountings of the Main Boilers?

Yes

and of the Donkey Boiler?

No

Has screw shaft now been drawn and examined?

No

Is it fitted with continuous liner?

Yes

or two liners?

Yes

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?

Yes

or two liners?

Yes

or is it without liners?

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

*3 1/2"*

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

*To complete the Survey the donkey boiler to be examined throughout & its safety valves adjusted. This may be done at Dover if convenient - if not it has been arranged to do this on the vessel's return to this port.*

*The Main boiler examined throughout - condition good. Safety Valves and boiler mountings drain plugs, manhole doors & fastenings examined & found good. The Safety Valves adjusted to blow at 134 lbs per sq. in.*

*The Propeller after end of stern bush & fastenings of the sea connections examined and found in good order.*

## 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, R.S. 9, 11, B. & N.S. 11, or L.N.C. 9, 11, 140 lb., F.P., &c.)

*The Boilers and Machinery of this vessel as far as seen are now in good order. Slight injury to remain as declared and to have full record of Survey B.S. 11-16 upon completion of the Survey.*

Survey Fee (per Section 98)

\$25.00

Special Damage or Repair Fee (if any) (per Section 98.)

£

Travelling Expenses (if chargeable)

£

Fees applied for

16-11-1916

Received by me,

19

Committee's Minute

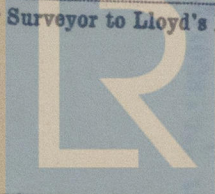
New York NOV 23 1916

TUE. 12 DEC. 1916

Assigned

Deferred

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W860-0009



BS due 11/16 partly held  
to be completed at Harre  
or on return.

It is submitted that this  
vessel WILL BE eligible  
for the record. BS 11.16

When the BBS has  
been held.

J.S.

8.12.16

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.



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