

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

MON 15 JUL 1918

(Received at London Office)

Date of writing Report July 10<sup>th</sup> 1918 When handed in at Local Office July 11<sup>th</sup> 1918 Port of Hull

No. in Reg. Book 558 Survey held at Hull Date, First Survey July 5<sup>th</sup> 1918 Last Survey July 8<sup>th</sup> 1918 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel See Sir Kirkham Abbey Master

Tonnage Gross 1166 Net 512 Vessel built at Hull By whom Carrie's Co Ltd When 1908 MONTH 4

Registered Horse Power 499 Engines made at Hull By whom Carrie's Co Ltd When 1908

No. of Main Boilers 3 Boilers, when made (Main) 1908 (Donkey)

No. of Donkey Boilers none Owners Hull & Netherlands S.S. Co Ltd Port Hull Voyage Rotterdam

Steam Pressure in Main Boilers 185 lbs If Surveyed Afloat or in Dry Dock Booth (State name of Dock.) William Wright Dry Dock & Alteration Works

in Donkey Boilers Y

Last Report No. \_\_\_\_\_ Port Docking and Part

Particulars of Examination and Repairs (if any) B. S

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

CHARACTER. Date of last Survey and of Periodical Surveys.	Years Allowed now expired.	Machinery and Boiler Surveys (including date of N.B. if any).
<u>+100 A19-17</u>		<u>+LMC 6-16</u>
<u>S.S. Hull No 2-16</u>		<u>B.S 5-17</u>
		<u>Y.S 5-17</u>

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

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

Do. " Donkey " " " Y

If this was not done, state for what reasons? Y

And what parts of the Boilers could not be thus thoroughly examined? Y

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? Y

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Foot adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? Y To what pressure were they afterwards adjusted under steam? Y

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boiler? Y

Did the Surveyor examine the drain plugs of the Main Boilers? none , and of the Donkey Boiler? Y

Did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boiler? Y

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner? Y or two liners? Y or is it without liners? Y

Has shaft now been changed? no If so, state reasons Y

Is the shaft now fitted new? no Has it a continuous liner? Y or two liners? Y or is it without liners? Y

State the distance between lignum vite of stern bush and top of after bearing of screw shaft? 1/16

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

how done:— The vessel placed in dry dock. Propeller, fastenings & openings examined, & found in good condition. All sea cocks & valves opened out for inspection, & found in order.

Part B.S.: Examined Port & Starboard main boilers, their safety valves & mountings & found the same in good condition, with the exception of several corrugations in way of fire-bar line, wasted, in both boilers. Landing edges of bomb chamber top plates wasted in Centre & Starboard furnaces of the Starboard boiler

P.T.O.

To complete - B.S.: The forward main boiler & its mountings require to be examined, all safety valves adjusted under steam & the above defects repaired

General Observations, Opinion, and Recommendation:— This vessel's machinery as now seen is eligible in my opinion to remain as classed & to have fresh record of survey B.S 7-18 when the above is completed

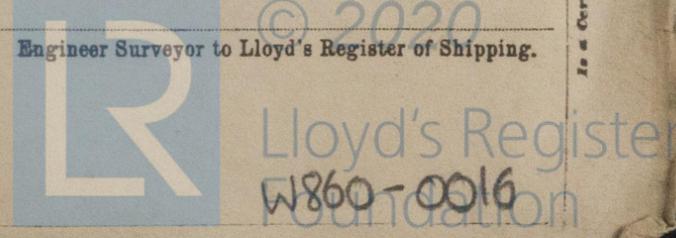
Survey Fee (per Section 95).....	<u>BS</u>	<u>£2 0 0</u>	Fees applied for <u>13/7 10/18</u> <u>J.R.</u> Received by me <u>16-4-19 18</u>
Special Damage or Repair Fee (if any).....		<u>£</u>	
Traveling Expenses (if chargeable).....		<u>£</u>	

J.R. Williamson

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI JUL 19 1918

Assigned Deferred



Survey Character of Ship and Machinery precisely as in the Register Book

If so, to be sent to

BS due 5.18. partly held & the  
Completed on return.

It is submitted that this

vessel will be eligible  
for the record. B.P. 18.

When the for a boiler has  
been examined, after  
boilers repaired &  
all valves adjusted.

J.M.  
5/16.7.18

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.

As the vessel was urgently required the Sup<sup>t</sup> Engineer requested  
that these repairs be postponed till the vessel returns in three weeks  
when the survey will be completed. This in my opinion is  
satisfactory

J.R.W

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



© 2020

Lloyd's Register  
Foundation