

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

(Received at London Office TUE.-6 JUN. 1916)

Date of writing Report 19 When handed in at Local Office 2/6/1916 Port of Hull

No. in Reg. Book 1032 Survey held at Goole Date, First Survey 18.5-16 Last Survey 31-5-1916

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. Hookroad Master F.J. Baxter

Tonnage { Gross 811 Net 358 Vessel built at Workington By whom R. Williamson & Son When 1912 2

Registered { Horse Power 85 Engines made at Glasgow By whom Ross & Duncan When 1912

No. of Main Boilers 1 Boilers, when made (Main) 1912 (Donkey) 1912

No. of Donkey Boilers 1 Owners Goole & Hull Steam Towing Co. Port Goole Voyage ✓

Steam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock Goole

in Donkey Boilers 90

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.E., if any).
+ 100 A1. 1-15,		+ LMC 2-12
		31-14

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC

(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? yes

Do. " Donkey " " " yes

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? yes

To what pressure were they afterwards adjusted under steam? 160 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes

To what pressure were they afterwards adjusted under steam? 90 lbs

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

, and of the Donkey Boiler? yes

Did the Surveyor examine the drain plugs of the Main Boilers? none

, and of the Donkey Boiler? none

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

, and of the Donkey Boiler? yes

Has screw shaft now been drawn and examined? yes

Is it fitted with continuous liner? yes or two liners? or is it without liners?

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

Is the shaft now fitted new? WHITE METAL

Has it a continuous liner?

or two liners?

or is it without liners?

State the distance between ~~bottom~~ of stern bush and top of after bearing of screw shaft? Bush re-metalled.

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

The main boiler examined throughout and found in good working condition

The donkey boiler examined throughout and found in good working condition,

the cylos, pistons, slides, crank & thrust shafting, all pumps, Condenser & suction, sc. shaft, propeller and sea connections and fastenings examined.

General Observations, Opinion, and Recommendation:—This vessel's machinery

(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, R.&M.S. 9,11, or X L.M.C. 9,11, 140 lb. F.D., &c.)

is eligible in our opinion to remain as classed with fresh record of + LMC 5-16. Note 35-16.

Survey Fee (per Section 28) £ 3 : 10 : -

Special Damage or Repair Fee (if any) £ : : (per Section 28.)

Travelling Expenses (if chargeable) £ 1 : 1 : 4

Fees applied for

2/6/1916

N.R.

Received by me,

15.6.1916

Committee's Minute FRI.-9 JUN. 1916

Assigned + LMC 5-16

MACHINERY CERTIFICATE WRITTEN 23/7/16

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W868-0058

Is a Certificate required? If so, to be sent to

S.S. No 1 due 2.16 and held

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 5.16

S 5.16

S.S.
6-6-16

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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