

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

(Received at London Office)

THU. AUG. 26, 1915

Date of writing Report 27<sup>th</sup> July 1915 When handed in at Local Office JUL 27 1915 Port of NEWCASTLE-ON-TYNENo. in Survey held at Newcastle Date, First Survey 29<sup>th</sup> June Last Survey 22<sup>nd</sup> July 1915

(1) 31 on the Machinery of the Wood, Iron or Steel S. S. "Ignis" Master Ram 1915

Gross 2042 Vessel built at Rotterdam By whom Bonn &amp; Mees When 1903-8

Net 1270 Engines made at Flushing By whom Maats de Schelde When 1903

Registered 220 Boilers, when made (Main) 1903 (Donkey) ✓

of Main Boilers 2 Owners (Stephenson Clarke &amp; Co. Ings. Port London Voyage not fixed

of Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Mercantile

Main Boilers 160 lb. Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

Donkey Boilers ✓

First Report No. Port

Particulars of Examination and Repairs (if any) Damage

Local Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Where 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? *yes not required* Was a damage report made by anyone else? If so, by whom? *Mr. Coul for Underwriters*

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

" " Donkey " " " ✓

As not done, state for what reasons? ✓

What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

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

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

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

Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

Surveyor examine all the mountings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

How shaft now been drawn and examined? *yes* Is it fitted with continuous liner? *yes* or two liners? ✓ or is it without liners? ✓

It now been changed? *no* If so, state reasons ✓

Shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

Distance between lignum vitae of stern bush and top of after bearing of screw shaft? *nil*

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

Damage by grounding:— The propeller & sea connections examined, engines opened out, examined & overhauled throughout, the stern shaft renewed, one slack feed pump ram renewed, a new key fitted to tail shaft.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as seen is now in good order & safe working condition & eligible in opinion to remain as classed & to have the notation of P.S. 7-15-

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 P.L.M. C. 9, 11 140 lb., F.D., &c.)

by Fee (per Section 28) £ 3 : 3 : 0

al Damage or Repair Fee (if any) (per Section 28.)

elling Expenses (if chargeable)

Fees applied for 19

Received by me, 8/9/1915

Thomas Field

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE AUG. 31 1915

igned As am

Lloyd's Register Foundation

W 872-0034



Due to Damage. Per Sharp & Co.

It is submitted that  
this vessel is eligible to  
remain as **CLASSED**.

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.

S. 7. 15<sup>-</sup>  
Pms.  
26. 8. 15<sup>-</sup>

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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