

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

SAT. JUL. 18, 1914

(Received at London Office)

Date of writing Report 7<sup>th</sup> July 14 When handed in at Local Office 7<sup>th</sup> July 14 Port of New York

No. in Survey held at Brooklyn Date, First Survey 16<sup>th</sup> June 1914 Last Survey 30<sup>th</sup> June 1914

165 on the Machinery of the Wood, Iron or Steel SP "Indian Prince" Master Gray

Gross 2846 Net 1775 Vessel built at South Shields By whom J. Readhead & Sons Ltd When 1910

Engines made at do By whom do When 1910

Boilers, when made (Main) 1910 (Donkey) 1910

Owners J. Rastt. & Co. Ltd Port Newcastle Voyage Pernam Buco

If Surveyed Afloat or in Dry Dock Mosses & Co.

(State name of Dock.)

Registered Gross Power 389

No. of Main Boilers 2

No. of Donkey Boilers 1

Steam Pressure in Main Boilers 180

in Donkey Boilers 100

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

CHARACTER.	Year Assigned	Year Expired	Machinery and Boiler Survey (including date of N.B., if any).
Class A. 12-13			LMC 7-10.
Shelter DR			
with freeboard			
			T.S. 12-13

Last Report No. Port

Particulars of Examination and Repairs (if any) MS & Damage

Periodical Surveys, when held, must be reported in detail and certain 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 summarized at the end of the report. State also the date and initials of any letters respecting this case.

A 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

This was not done, state for what reasons?

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

For 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? 180 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 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? Yes , and of the Donkey Boiler? Yes

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? Yes If so, state reasons

Has the shaft now fitted new? Yes Has it a continuous liner? Yes 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? 1/8" back

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

Damage stated to have been sustained by possibly striking submerged object on 14<sup>th</sup> April 1914. Voyage New York to Pernam Buco. Damage Report attached.

Now done Propeller shaft drawn, examined & found good. Repairs. Spare propeller fitted. Fastenings of sea cocks good. MS Main & donkey boilers examined internally and externally with mountings all good. All safety valves adjusted under steam, good. The Owners request the MS 12-13 record from NYK Report No 10472

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in good order, eligible in my opinion to remain as classed with record MS 6-14 and tail shaft seen 6-14.

Survey Fee (per Section 22) \$25.00

Special Damage or Repair Fee (if any) \$25.00

Travelling Expenses (if chargeable) 2

Fee applied for 689/11 1914

Received by me, W. Murray

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI. JUL. 24, 1914

Assigned 25.6.14

FRI. AUG. 14, 1914

TUE. AUG. 18, 1914



21.7.4

Lloyd's Register  
Foundation