

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

(Received at London Office THU. OCT. 29. 1914)

Date of writing Report 28.10.14 When handed in at Local Office 28.10.14 Port of Hull

No. in Reg. Book. 757 Survey held at Hull Date, First Survey 4 Last Survey 22-10-1914

on the Machinery of the Wood, Iron or Steel Sc K. "Epworth" Master

Gross 223 Vessel built at Selby By whom Cochrane & Sons. When 1912-1

Net 88 Engines made at Hull By whom Amos & Smith When 1912

Registered Horse Power 51 Boilers, when made (Main) 1912 (Donkey)

No. of Main Boilers one Owners Gt Northern S.S. F. Co. Ltd Port Hull Voyage Minesweeping

No. of Donkey Boilers none Team Pressure in Main Boilers 200 X Surveyed Afloat or in Dry Dock St Andrew's

in Donkey Boilers

Last Report No. Port Sc. Shaft & Docking.

Particulars of Examination and Repairs (if any)

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?

Do. " Donkey " " " " BS not due

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? To what pressure were they afterwards adjusted under steam?

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

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

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

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

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? no Has it a continuous liner? or two liners? or is it without liners?

State the distance between ligament of stern bush and top of after bearing of screw shaft? 1/16 Full.

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

The screw shaft, propeller, sternbush, sea connection & fastenings found satisfactory.

General Observations, Opinion, and Recommendation:— This vessel's machinery is eligible in my opinion to remain as classed, without fresh record of survey. Note S 10, 14.

Survey Fee (per Section 98) £ : : Fees applied for 19

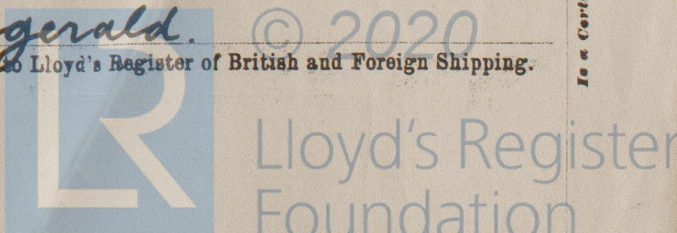
Special Damage or Repair Fee (if any) £ : : Received by me, 19

Travelling Expenses (if chargeable) £ : :

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

Committee's Minute TUE. NOV. -3. 1914

Assigned As sent



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Insert Character of Ship and Machinery precisely as in the Register Book.

W 892 - 6063

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



Screw Shaft etc Examined.

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 10. 14.

JWD  
29/10/14

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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