

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

(Received at London Office SAT. 10 FEB. 1917)

Date of writing Report 9 - FEB 1917 When handed in at Local Office 9 - FEB 1917 Port of Bristol
 No. in Reg. Book. Survey held at Avonmouth Date, First Survey Jan. 20. Last Survey Jan 23 1916
4 Sup on the Machinery of the Wood, Iron or Steel Twin S.S. Tolia Master Mich.
 Tonnage { Gross 6405 Vessel built at Sunderland By whom Sir J Laing & Sons Ltd When 1904. 6
 Net 4211 Engines made at " By whom G Clarke Ltd When 1904. 6
 Registered Horse Power 879.804 Boilers, when made (Main) 1904 (Donkey) 1904
 No. of Main Boilers 4 Owners Cunard S.S. Co. Ltd Port London. Voyage
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Yes
 Steam Pressure in Main Boilers 180. (State name of Dock.)
 in Donkey Boilers 110.

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

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>1000A. 1-14.</u>		<u>6 1/2 L.M.C. 11.</u>
<u>S.S. Gen. 10-11.</u>		<u>T.S. 4-15</u>
<u>Shelter + dk with 1/2 lb.</u>		<u>B.S. 4-16</u>
		<u>5/16</u>

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) Key & Tail Shaft
 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 " " " " "

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? _____ 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 ^{are they} Is it fitted with continuous liner? Yes or two liners? _____ or is it without liners? _____

Has shaft now been changed? Star Yes If so, state reasons Old shaft bad fit in boss

Is the shaft now fitted now? 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? Both good fit

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

Vessel placed in dry dock. Both shafts examined & found in order except star shaft was bad fit in boss. A new shaft has been fitted on star side & the old propeller shaft tried in latter refitted to boss & placed on board as spare. New stern bush fitted Port side (old one fractured). Two new propeller blades fitted.

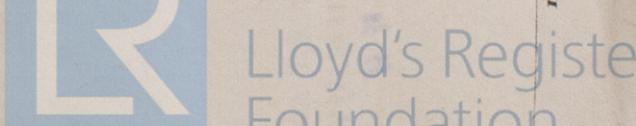
General Observations, Opinion, and Recommendation:— This vessels machinery as far as seen is in safe working condition & eligible in my opinion for record T.T. shaft examined 1-17 Star tail shaft new 1-17

Survey Fee (per Section 25).....	£ : : _____	Fees applied for 19 Received by me, 19
Special Damage or Repair Fee (if any) (per Section 25.).....	£ : : _____	
Traveling Expenses (if chargeable).....	£ : : _____	

E. A. Dyer
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____
 Assigned _____

TUE. FEB. 20. 1917



Lloyd's Register of Shipping
 Foundation

WR93-0069

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

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

Machinery examined, Starb^e screw
shaft & 2 blades of propeller
renewed.

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.

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

Port S. 1. 17.
Starb^e N. S. 1. 17.

JWD
16/2/17



© 2020

Lloyd's Register
Foundation