

No. 39375

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

(Received at London Office)

WED. 24 JAN. 1917

Writing Report 22<sup>nd</sup> Jan 1917 When handed in at Local Office 23 Jan 1917 Port of **CARDIFF**

Survey held at Cardiff Date, First Survey 9<sup>th</sup> Dec/16 Last Survey 17<sup>th</sup> Jan 1917

on the Machinery of the Wood, Iron or Steel S.S. Flore Master

Gross 2553 Vessel built at W. Hartlepool By whom Furness Withy & Co. Ltd. When 1906. 9

Net 2207 Engines made at Hartlepool By whom Richardson Westgarth When 1906

Boilers 2 Boilers, when made (Main) 1906 (Donkey) 1906

Key Boilers 1 Owners Soc. Les Affreteurs Reunis Port Rouen Voyage

Boilers 180 lb. If Surveyed Afloat or in Dry Dock (S. Stern Up)

Boilers 100 lb. (State name of Dock.) Bute, Dry Dock & Alexandra Dock

Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) B.S. & T.S. Mch. Repairs

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

CHARACTER. Date of last Survey and of Periodical Surveys. Year Assigned and Date of expiry. Machinery and Boiler Survey (including date of N.B., if any).

100 a. 1. H.M.C. 4. 13

5. 16 B.S. 1-16

S.S. for No. 2. 13 T.S. 1-16

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 not? Yes not required Was a damage report made by anyone else? If so, by whom?  Nixon & Page.

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

Were any parts of the Boilers not done, state for what reasons? \_\_\_\_\_

Were any parts of the Boilers which could not be thus thoroughly examined? \_\_\_\_\_

Were any 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 per sq in

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lbs per sq in

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 the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? \_\_\_\_\_ or is it without liners? \_\_\_\_\_

Has the screw shaft now been changed? No If so, state reasons \_\_\_\_\_

Has the screw shaft now been fitted new? \_\_\_\_\_ Has it a continuous liner? \_\_\_\_\_ or two liners? \_\_\_\_\_ or is it without liners? \_\_\_\_\_

Is the distance between lignum vite of stern bush and top of after bearing of screw shaft? Lower half of Stern Bush. rewooded.

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

General Observations, Opinion, and Recommendation:— The machinery of the vessel placed in Dry Dock — The propellers, Stern Bush, Screw shaft and fastenings of the Sea Connections examined and found good. Main injection Valve found refitted.

Main Boilers — Examined over all parts — their mountings and valves found in good order. Mountings overhauled

valves ground in. New water gauge cocks fitted.

Safety valves adjusted under steam to 180 lbs per sq in

Donkey Boiler. — Examined over all parts — its mountings and valves found in good order. Safety valves

adjusted under steam to 100 lbs per sq in P.T.O

General Observations, Opinion, and Recommendation:— The machinery of the vessel placed in Dry Dock — The propellers, Stern Bush, Screw shaft and fastenings of the Sea Connections examined and found good. Main injection Valve found refitted.

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.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

None as far as seen is in good condition and eligible in our opinion to remain as classed, and to those fresh records of survey. G.S. & T.S. entered in the Register Book.

Fee (per Section 25) B.S. 2.0.0 Fees applied for 23 Jan 1917

Special Damage or Repair Fee (if any) 3.3.0 Received by me, 25.1.1917

Printing Expenses (if chargeable) \_\_\_\_\_

Committee's Minute \_\_\_\_\_

Signed B.S. 17

N. Burn James Barclay  
Engineer Surveyor to Lloyd's Register of Shipping



© 2020

Lloyd's Register Foundation

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

"S.S. Flore"

For Damages stated to have sustained through heavy weather on a voyage from Algiers to Kaeen between 3rd night of November 1916. and grounding after Collision in Shark Roads on the 11th November.

The following parts examined & repairs effected.

Examined Crank, Thrust, & Tunnel Shafting & Bearings. Found M.P. & L.P. Crank Couplings open as though Couplings were slack. Shaft lifted & Couplings parted. & faces trued up. Sleds refitted. one bolt renewed. Main bearings remounted. & Crank Shaft rebedded. A.P. Bottom End remounted M.P. head going Sheave trued up & new Top half of Strip fitted.

Feed Pump Raws skinned up. new neck rings fitted. glands rebushed. Ballast Pump overhauled. Piston pump rod skinned up. & rebushed. New Piston rings fitted. Feed Double Pump overhauled Chambers in Water End bored out. & new pistons fitted.

W. Burn.

N.B. - If this Report is copied by Copying Press, special 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.

OF THE SURVIVORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Bel due 1.1.17 how held  
Machinery Board of Repairs  
Wrote for grinding & weather  
damage

It is submitted that  
this report is available for  
THE RECORD. B.S. 1.1.17

S. 1. 17.  
26.1.17



© 2020

Lloyd's Register  
Foundation