

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

(Received at London Office)

FRI. 8 NOV. 1918

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

When handed in at Local Office 9.8.18 Port of Hull.

Survey held at Hull. Date, First Survey 9.8.18 Last Survey 8.8.1918.

on the Machinery of the Wood, Iron or Steel SS "FACTOR." Master S.P. Austin

Gross 730. Vessel built at Sunderland By whom S.P. Austin & Co. When 1903-11.

Net 173. Engines made at Sunderland. By whom N.E. Mar. & Co. When 1903.

Boilers, when made (Main) 1903. (Donkey)

Owners G. Gibson & Co. Port Keith. Voyage

Surveyed in Dry Dock N.E. Mar. & Co. slip.

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

Report No. Port

Particulars of Examination and Repairs (if any) Locking.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on point of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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?

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

Donkey " " " BS not due.

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?

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?

Screw shaft now been drawn and examined? NO Is it fitted with continuous liner? or two liners? or is it without liners?

Shaft now been changed? If so, state reasons

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

the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

1/16 fall.

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

Complete.

Locking.

Now done: Vessel placed on slip.

Propeller, fastenings, & opening in good order.

General Observations, Opinion, and Recommendation:— The Machinery as now

(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, E. & H.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

seen is in good order, and eligible in my opinion to remain as classed without fresh record.

Survey Fee (per Section 28) £ 10

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

Working Expenses (if chargeable) £

Received by me, 10

J.G. MacKillop

Engineer-Surveyor to Lloyd's Register of Shipping.

Committee's Minute

signed

WED. 20 NOV. 1918

FRI. 23 MAY. 1919

Lloyd's Register  
Foundation



*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.

*WPA  
8/11/18*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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