

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

(Received at London Office)

Report of Survey for Repairs, &c., of Engines and Boilers. When handed in at Local Office 9.8.18 Port of Hull. Date, First Survey 9.8.18 Last Survey 8.8.1918 (No. of Visits 1)

Survey held at Hull. on the Machinery of the Wood, Iron or Steel SS "FACTOR." Master S.P. Austin Esq. When 1903-11. Vessel built at Sunderland By whom N.E. Co's slip. When 1903. Engines made at Sunderland. By whom N.E. Co's slip. Boilers, when made (Main) 1903. (Donkey) Voyage Owners G. Gibson & Co. Port Hull. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements). CHARACTER. Date of last Survey and of Periodical Surveys. Years Assigned. Machinery and Boiler Surveys (including date of N.B., if any). HULL 17.11.17. 7.18. SS. NWC 13.7.16. 4.16. BS. 4.17. JS. 12.17.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 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? The Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? The Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

The Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boiler? The Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler? 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 Has it a continuous liner? or two liners? or is it without liners?

Shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners? The distance between lignum vite of stern bush and top of after bearing of screw shaft? 1/16 fall. Complete.

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

Now done :- Vessel placed on slip. Propeller, fastenings, & opening, in good order.

General Observations, Opinion, and Recommendation :- The Machinery as now seen is in good order, and eligible in my opinion to remain as classed without fresh record.

Survey Fee (per Section 98) £ 19. Special Damage or Repair Fee (if any) (per Section 98.) £. Travelling Expenses (if chargeable) £. Fees applied for Received by me, J.G. Mackillop, Engineer-Surveyor to Lloyd's Register of Shipping.

Committee's Minute signed As above. WED. 20 NOV. 1918. FRI. 23 MAY. 1919.

*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.

*J.H.H.
8/11/18*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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