

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

(Received at London Office)

TUE JUL 22 1915  
THU JUL 22 1915

Date of writing Report: 12th July 1915 When handed in at Local Office: 12th July 1915 Port of: NEWCASTLE-UPON-TYNE

No. in Reg. Book: 519 Survey held at: Shields Date, First Survey: Mar 31 Last Survey: 7th July 1915

on the Machinery of the Wood, Iron or Steel T S Cleaveland Master: A. Colverton

Tonnage: Gross 1092 Net 456 Vessel built at: Troon By whom: Robert Blair & Co When: 1906 5

Registered Horse Power: 184 Engines made at: Belfast By whom: Mac Coll & Co When: 1906

No. of Main Boilers: 2 Boilers, when made (Main): 1906 (Donkey): 1906

No. of Donkey Boilers: 1 Owners: Eastern Iron Ore Co Ltd Port: Belfast Voyage: Coasting

Steam Pressure in Main Boilers: 180 If Surveyed Afloat or in Dry Dock: Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers: 100 (State name of Dock.) Smiths High Docks Co Ltd

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

Particulars of Examination and Repairs (if any) Damage LMC £ 100 Al 5-14

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. Not required Was a damage report made by anyone else? If so, by whom? Coll & Co for Underwriters.

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

Do. " Donkey " " " Yes

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? Yes To what pressure were they afterwards adjusted under steam? 180 lb per sq in

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 90 lb 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? None and of the Donkey Boiler? None

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

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No or two liners? No or is it without liners? Yes

Has shaft now been changed? No if so, state reasons \_\_\_\_\_

Has the shaft now fitted new? Cast iron Has it a continuous liner? Yes or two liners? Yes or is it without liners? Yes

State the distance between \_\_\_\_\_ of stern bush and top of after bearing of screw shaft. New lower half white metal fitted

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

For Damage stated to have been caused by grounding. Complete

At the propeller, propeller shaft, stern bush, sea cocks and their fastenings, cylinders, pistons, slide valves, crank thrust & tunnel shafts, air circulating bilge & feed pumps, condensers, steam steering gear & windlass. Repairs carried out, propeller shaft & rammed up & new white metal fitted in stern bush. 2 pump plungers & rammed up glands bushed & new rings fitted, all condenser tubes removed, cleaned & fitted & Condenser tested, main steam pipes annealed & tested, I.P. glands boxed, new springs & carrier ring fitted.

B.S. At the main & donkey boilers their safety valves and mountings & found all in good order excepting a few leaks at stay ends which have now been made tight.

General Observations, Opinion, and Recommendation: The machinery of this vessel is now in good condition and is in my opinion eligible to remain as classed in the register book with fresh record £. L M C 7.15 & tail shaft seen 7.15.

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

Survey Fee (per Section 28) £ 4 : 10 : 0 Fees applied for JUL 21 1915

Special Damage or Repair Fee (if any) (per Section 28.) £ 2 : 2 : 0

Travelling Expenses (if chargeable) £ : :

Received by me, George Hurdoch 14/9/1915

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. JUL. 27. 1915 WED. AUG. 4 - 1915

Assigned T S M C 7.15 TUE. AUG. 17. 1915

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

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

Bo due 5.15 now held  
machinery round throughout  
for grounding damage &  
repairs effected.

It is submitted that  
this vessel is eligible for  
THE RECORD. + LMC/15

5/15

J.P.  
22.7.15

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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.

*[Faint, mostly illegible handwritten text covering the main body of the page, possibly bleed-through from the reverse side.]*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

