Rpt. 9.

No. 69210

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

(Received at London Office TUE 3-OCT. 1916)

Date of writing Report 30 Sept 1916 When handed in at Local Office 30 Sept 1916 Port of NEWCASTLE ON TYNE.

No. in Reg. Book. 263 Survey held at North Shields Date, First Survey 20 Sept 16 Last Survey 20 Sept 1916 (No. of Visits 1)

on the Machinery of the ~~Wood, Iron~~ or Steel c/s Firm Master

Tonnage { Gross 3806 Net 2473 | Vessel built at Sunderland By whom J. L. Thompson & Sons Ld When (Year) 1906 (Month) 3

Registered Horse Power 350 | Engines made at Sunderland By whom J. Dickinson & Sons Ld When 1906

No. of Main Boilers 2 S/E | Boilers, when made (Main) 1906 (Donkey) 1906

No. of Donkey Boilers 1 | Owners ~~Brodrene Odfjell~~ Wm. Christensen Port Bergen Voyage

Steam Pressure— in Main Boilers 180 lbs in Donkey Boilers 90 lbs | If Surveyed Afloat or in Dry Dock (State name of Dock.) Commissioners Docks N Shields

Last Report No. 3742 Port Mch

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1		+LMC
8-16		12-13
Spec Repairs 2 14		B.S. 3-16
		T.S. 12-15

Particulars of Examination and Repairs (if any) HP cylinder bottom

(Periodical Surveys, when held, must be reported in detail and seriatim 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? no

Do. " Donkey " " " no

If this was not done, state for what reasons? not due B.S. not Submitted for Survey

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? Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons

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

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

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

Damage to HP bottom cover of HP cylinder, no particulars furnished — Attended on board for the purpose of examining the bottom cover (forming the piston rod stuffing box of the High pressure cylinder) of the High pressure cylinder found that the High pressure bottom cover had been taken down, the piston being drawn to effect this, upon examination found that a small piece of the flange, forward side broken off extending to & through two stud holes leaving about 1" of flange adjacent to spigot uninjured — found no further evidence of defect — It was arranged that the broken piece of flange should be kept in place by a circumferential strap of steel being studded on to the broken piece & adjacent sound part and a flat plate extending over the broken part to the studs on each side of the broken part It is understood that a new bottom cover has been ordered from the Engine

P.T.O

General Observations, Opinion, and Recommendation:—

(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.)

In my Opinion the machinery is now so far as seen in good working order and eligible to remain as classed in the Register Book, subject to the bottom cover of the High Pressure Cylinder being renewed, (or further examined) on or before the end of November 1916 —

Survey Fee (per Section 28) (See Certificate) £ : :

Special Damage or Repair Fee (if any) (per Section 29.) £2 : 2 : 0

Travelling Expenses (if chargeable) £ : :

Fees applied for 21 SEP 1916

Received by me 21 SEP 1916

Leonard G. Shallcross

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 6-OCT. 1916 FRI. DEC. 8-1916

Assigned as now subject.

Has a Survey also been held on Ship? No

If so, is the Report sent now, or when will it be sent?

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

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

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

10m.7/16.—Transfer Ink.

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H P Cylinder bottom cover repaired

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

Subject to bottom cover for H P Cylinder being renewed or again hammered before the end of November 1916

E.J.S.

4.10.16

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.

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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Rpt. 9a.

Port of NEWCASTLE-ON-TYNE Continuation of Report No. 69210, dated 20th Sept 1916 on the

c/s. Finn

Builders - and will be fitted in due Course.
At the request of the Captain a sea worthy certificate was issued, to cover a period of two months.

Leonard G Shallcross.

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