

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

TUE. 3-OCT. 1916

Date of writing Report 30 Sept 1916 When handed in at Local Office 30 Sept 16 Port of NEWCASTLE ON TYNE.

No. in Reg. Book. 263 Survey held at North Shields Date, First Survey 20 Sept 16 Last Survey 29 Sept 1916

Tonnage { Gross 3806 Net 2473 Vessel built at Sunderland By whom J. L. Thompson & Co. Ltd Master J. L. Thompson YEAR. MONTH. When 1906-3

Registered Horse Power 350 Engines made at Sunderland By whom J. Decker & Sons Ltd When 1906

No. of Main Boilers 25k Boilers, when made (Main) 1906 (Donkey) 1906

No. of Donkey Boilers 1 Owners Broderick & Co. Ltd Port Bergen Voyage

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

in Donkey Boilers 90lb (State name of Dock.) N Shields

Last Report No. 3742 Port North Shields

Particulars of Examination and Repairs (if any) HP cylinders

CHARACTER. Date of last Survey and of Periodical Surveys.	Year Assigned or now applied.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100A1</u>	<u>8-16</u>	<u>+LmC</u>
<u>8-16</u>	<u>8-16</u>	<u>12-13</u>
<u>Proposed 2 14</u>		<u>B.S. 2 16</u>
		<u>T.S. 12-15</u>

(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 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 vite 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 cylinders, no particulars furnished - Attended on board for the purpose of examining the bottom cover (forming the piston 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 shop 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

General Observations, Opinion, and Recommendation: - P.T.O

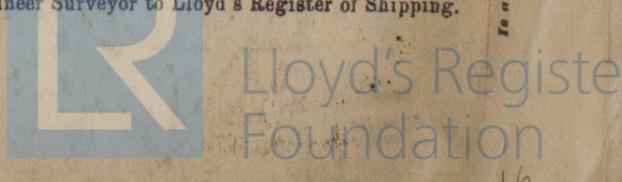
State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9, 11, B.&M.S. 9, 11, or S.L.M.C. 9, 11, 14 & 15, &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 25) £ 21 SEP 1916
 Special Damage or Repair Fee (if any) (per Section 25) £ 2 2 0
 Travelling Expenses (if chargeable) £ 21 SEP 1916

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

Assigned As now subject.
 note signed Leonard Shallerross
 Engineer Surveyor to Lloyd's Register of Shipping.



H P Cylinder Bottom Cover Repaired

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.

Subject to Bottom Cover for H P Cylinder being renewed or again rammed before the end of November 1916

[Signature]
4.10.16

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[Handwritten signature]
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eps. Firm

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 Challinor.

BY THE SURVEYORS AND ENGINEERS NOT TO WRITE ACROSS THE MARGIN.

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