

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

(Received at London Office)

2-MAY 1917

Date of writing Report 1 May 1916 When handed in at Local Office 2-MAY 1917 Port of London

No. in Survey held at London

Date, First Survey 11th April Last Survey 21 April 1917

on the Machinery of the Wood, Iron or Steel S.S. Eagle

Master J. J. Jagg

Gross 182
Net 73

Vessel built at Brunswick

By whom B. Brown & Co

When 1902 - 9

Registered Horse Power 41

Engines made at Brunswick

By whom W. White & Son

When 1902

No. of Main Boilers one

Boilers, when made (Main) 1902

(Donkey) ✓

Voyage Coasting

No. of Donkey Boilers one

Owners H. H. Poole & Co (Shipping)

Port London

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

| CHARACTER. Date of last Survey and of Periodical Surveys. | Years Assigned expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|---|-------------------------------|--|
| <u>+100 A1-6.15</u> | | <u>+LMC 11.14</u> |
| <u>S.S. Lth 23-11.14</u> | | <u>B.S. 2.16</u> |
| | | <u>Shaft 11.14</u> |

Last Report No. Port

Particulars of Examination and Repairs (if any) Fortification & B.S.

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.

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? ✓

Do. " Donkey " " " ✓

Was this not done, state for what reasons? ✓

What parts of the Boilers could not be thus thoroughly examined? ✓

What 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? How 132 1/2

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 ✓

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

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

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

Vessel placed in dry dock. Examined propeller, stern bush (relined), all outside fastenings. Propeller shaft drawn, examined and liner trued up in lathe, stem gland renewed & neck ring renewed. Main Boiler examined externally & internally & found same in fair condition. Safety valves & mountings overhauled.

How done; - bottom front manhole door renewed also dogs & same front end & back end plates at bottom electric welded at standing edge. Clark Comb Chamber bottom at connection & furnace electric welded and several rivets in seam of same renewed. Main Stop Valve renewed. Boiler examined under steam & Safety valves adjusted & working pressure read stated sold to J.S. Piprell - North Explanade - Grimsby.

General Observations, Opinion, and Recommendation: The machinery of this vessel so far as seen, is now in a safe working condition & eligible in my opinion, & have B.S. 4.17 noted in Register Book.

Propeller shaft & he noted 4.17.

Survey Fee (per Section 28) £ 1 : 0 : 0 Fees applied for 2-MAY 1917
Special Damage or Repair Fee (if any) (per Section 28.) £ : : :
Travelling Expenses (if chargeable) £ : : : Received by me, J.S. 5.5.17 J.S.W.

Thomas Blackie
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE.-8 MAY. 1917

Assigned B.S. 4.17

✓ Blue 2.17 Lead & screw ship

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.

Hand

It is submitted that
this report is suitable for
THE RECORD. BP 4.17

S 4.17

[Signature]
3.5.17

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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