

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

(Received at London Office) TUE. 18. APR. 1916

Date of writing Report 14th April 1916 When handed in at Local Office 14th April 1916 Port of Barry

No. in Reg. Book. 1236 Survey held at Barry Date, First Survey Apr 13 1916 Last Survey Apr 13 1916

1204 on the Machinery of the Wood, Iron or Steel S.S. "BRIKA" Master F. Tamlin

Tonnage { Gross 3549 Net 2212 Vessel built at Middlesbrough By whom R. Craggs & Co. Ltd. When 1908 8

Registered Horse Power 321 Engines made at Sunderland By whom M. S. Marine Eng. Co. Ltd. When 1908 (Donkey)

No. of Main Boilers 3 s.s. Boilers, when made (Main) 1908 Owners English American Shipping Co. Ltd Port London Voyage

No. of Donkey Boilers 180 Steam Pressure in Main Boilers 180 Shot in Dry Dock Channel Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 9756 Port Barry Particulars of Examination and Repairs (if any) Steam pipe repairs + 100 lbs. 12.15

(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 of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

CHARACTER. of Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 lbs. 12.15		+ L.M.C.
S.S. Bry. No 1-12		M.S. 5.13
		B.S. 12.15
		T.S. 12.15

Where 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 not? 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?

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

Were any parts of the Boilers not done, state for what reasons?

Were any parts of the Boilers could not be thus thoroughly examined?

Were any 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 the screw shaft now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

Has the screw shaft now been changed? If so, state reasons

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

What is the distance between the lignum vitae of stern bush and top of after bearing of screw shaft?

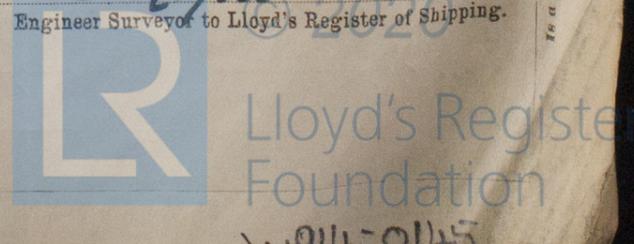
What is not complete state what arrangements have been made for its completion and what remains to be done?

length of main steam piping tested by hydraulic pressure to 360 lbs. Both flanges rebrazed.

General Observations, Opinion, and Recommendation: *The machinery of this vessel is as far as I can see in good condition, and is eligible in my opinion to remain as classed and to have a fresh record of Survey.*

Fees applied for: £ 19 Received by me, £ 19
Thomas W. C. Napier
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute: THU. APR. 20. 1916
Assigned: *As now*



Insert character of ship and machinery precisely as in the Register Book.

10m. A.L. - Transfer (The Surveyors are not)

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

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.

S.A.
19.4.16

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RETAINED

RETAINED

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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