

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

(Received at London Office

8 JUL 1916

Date of writing Report

July 7th 1916

Where handed in at Local Office

8 JUL 1916

Port of

London

No. in
Reg. Book

1233

Survey held at

London

Date, First Survey

Last Survey

July 6th 1916

on the Machinery of the Wood, Iron or Steel

S.S. "Britannia"

Master

E. J. B. B. B.

Tonnage

Gross 1814

Net 1161

Vessel built at

Newcastle

By whom

Wood & Stainor Co. Ltd.

When 1902-19

Registered

Horse Power 206

Engines made at

Sunderland

By whom

S. Clark & Co.

When 1902

No. of Main Boilers

2

Boilers, when made (Main)

1902

(Donkey)

1902

No. of Donkey Boilers

1

Owners

J. Hall, Jr. & Co.

Port

London

Voyage

Steam Pressure in Main Boilers

170 lbs

If Surveyed Afloat or in Dry Dock

Hickman

(State name of Dock.)

D.R.

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

CHARACTER. X 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).
+ 100 A.1. 5.15	+ 6 M.B. 1854-16	M.S. 10.14
S.S. Gov. No. 3-5.15		J.S.N. 5.15

Last Report No.

Port

Particulars of Examination and Repairs (if any)

S. J. B. B.

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?

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

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?

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?

no

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 vitae of stern bush and top of after bearing of screw shaft?

1/8

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

Sea-cock & propeller fastenings examined & found in good order.

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 S.L.M.C. 9,11, 140 lb. &c.)

The machinery, so far as seen, is in good order & eligible in my opinion to remain as classed.

Survey Fee (per Section 28)

£

:

:

Fees applied for

19

Special Damage or Repair Fee (if any)

£

:

:

(per Section 28.)

Received by me,

19

Travelling Expenses (if chargeable)

£

:

:

J. P. Cornick

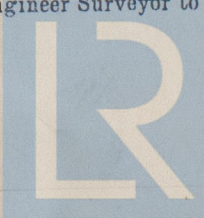
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. JUL. 14. 1916

Assigned

as above



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Foundation

WHL-0181

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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.

JW
10/7/16.

REMAIN

REMAIN

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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