

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

(Received at London Office 8 JUL 1916)

Date of writing Report July 7th 1916 When handed in at Local Office 8 JUL 1916 19 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 Vessel built at Newcastle By whom Wood Stewart & Co. Ltd. When 1902-9
Net 1161 Engines made at Sunderland By whom G. Clark & Co. When 1902

Registered Horse Power 206 Boilers, when made (Main) 1902 (Donkey) 1902
No. of Main Boilers 2 Owners J. Hall, jr & Co Port London Voyage

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock At Sea
Steam Pressure in Main Boilers 170 lbs (State name of Dock.)
in Donkey Boilers 80 lbs

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

| CHARACTER, &c. for Special Survey. Date of last Survey and of Periodical Surveys. | Years Assigned now expiring. | Machinery and Boiler Surveys (including date of N.B., if any). |
|---|------------------------------|--|
| <u>+ 100 A.1.</u> | <u>5.15</u> | <u>+ 200 B</u> |
| | | <u>1854-16</u> |
| | | <u>MS 10.14</u> |
| <u>S.S. Gen. No. 3-5-15</u> | | <u>J.S.N. 5-15</u> |

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) As above

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?

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 |
| Special Damage or Repair Fee (if any) (per Section 28.)..... £ | : | 19 |
| Travelling Expenses (if chargeable)..... £ | : | Received by me, |
| | | 19 |

J. P. Cornick
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. JUL. 14. 1916

Assigned as above



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

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

H.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.

*JWD
10/7/16.*

REMAIN

REMAIN

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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