

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

(Received at London Office)

FRI JUL 5-1913

Date of writing Report 1st July 1918 When handed in at Local Office 2/7 1918 Port of Hull.  
 No. in Survey held at Hull. Date, First Survey 20/6/18 Last Survey 27.6.1918.  
 Reg. Book 1649 on the Machinery of the Wood, Iron or Steel SS "CHICAGO" Master Barlow CO Ltd.  
 Tonnage Gross 4409 Vessel built at Hull By whom Barlow CO Ltd. When 1917-5.  
 Net 3411 Engines made at Hull By whom Barlow CO Ltd. When 1917.  
 Registered Horse Power 685 Boilers, when made (Main) 1917 (Donkey) ✓  
 No. of Main Boilers 3 Owners Ellerman's Wilson & Carter Port Hull Voyage ✓  
 No. of Donkey Boilers ✓ Surveyed Afloat or in Dry Dock Alexandra Particulars of Classification (which must be inserted  
 Steam Pressure in Main Boilers 200 lbs. (State name of Dock.)  
 in Donkey Boilers ✓

Last Report No. PortParticulars of Examination and Repairs (if any) LOCKING

(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. H. 20. 6. 18.

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 " " " BS. not due.

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? CompleteLOCKINGNow done :- Vessel placed in dry dock.

Propeller fastenings & opening in good order.  
All nuts on Propeller blades tightened up & resecured.

Oil carrying - See New York Report No. 14439.

All connections for oil carrying complete  
in engine room except the mud box on Ballast filling  
line & sounding pipe in tunnel which is neither perman-  
ently closed or carried up to deck.

General Observations, Opinion, and Recommendation: The Machinery as now  
 (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.S.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

Seen to be in good order, and eligible in my opinion  
to remain as classed without fresh record.

Survey Fee (per Section 28) £ 10  
 Special Damage or Repair Fee (if any) £  
 (per Section 28.)  
 Travelling Expenses (if chargeable) £ 10

Fees applied for

10

Received by me,

10

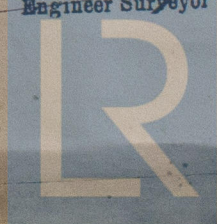
Committee's Minute

FRI. 12 JUL. 1913

Assigned

As nowJ. G. MacKillop

Engineer Surveyor to Lloyd's Register of Shipping.



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W920-0026



Arrangements for oil carrying  
not yet complete  
It is submitted that  
this vessel is capable of  
carrying as much as 1000 tons,

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.

J.S.  
5.7.18

RETURN

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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