

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

(Received at London Office SAT. 20 NOV. 1915)

of writing Report 19-11-15 When handed in at Local Office 19-11-15 Port of Hull

Survey held at Hull Date, First Survey 8-11-15 Last Survey 19-11-1915

on the Machinery of the Wood, Iron or Steel Sec K. Christopher Master

Gross 316 Vessel built at Beverley By whom Cook, Welton & Gemmell When 1911-3

Net 135 Engines made at Hull By whom Amos & Smith When 1911

Power 93 Boilers, when made (Main) 1911 (Donkey)

Donkey Boilers 1 Owners Pickering & Haldane S.T.C. Ltd. Port Hull Voyage Admiralty

Pressure in Boilers 200 If Surveyed Afloat or in Dry Dock St Andrews

Donkey Boilers

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.	Year Assigned new expired.	Machinery and Boiler Surveys (including date of N.R., if any).
100 A1		Lmc 3, 11
Stm. Trawler		
1.14.		1.14

Report No. Port Particulars of Examination and Repairs (if any) Sc Shaft.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 the nature and details of the repairs, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

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 declined? Was a damage report made by anyone else? If so, by whom?

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

was not done, state for what reasons? See below.

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

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?

Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler?

Screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes or two liners? or is it without liners?

Shaft now been changed? no If so, state reasons

Shaft now fitted new? no Has it a continuous liner? or two liners? or is it without liners?

Distance between lignum vitae of stern bush and top of after bearing of screw shaft? Good fit.

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

The screw shaft, propeller & sea connection found satisfactory. Stern bush rewooded.

As this vessel is on Admiralty service, no arrangements could be made to hold the SS No.

General Observations, Opinion, and Recommendation:— This vessel's machinery is eligible in my opinion to remain as classed, without fresh record of survey. Note S 11, 15

Fees applied for

Damage or Repair Fee (if any) (per Section 88.)

Expenses (if chargeable)

Received by me, P. Fitzgerald, Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUE. 23 NOV. 1915 TUE. JAN. 22 1916 FRI. 2-AUG. 1916

S.S. No 1 due 3.15  
Vessel in Government service  
Screw shaft, propeller & sea  
connections examined

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.

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

5 11. 15.

J. W. J. J. W. J.  
27/11/15.

Note the above as  
part of S.S.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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