

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

TUE. 19. SEP. 1916

(Received at London Office)

Date of writing Report 18th Sep 1916 When handed in at Local Office 18 Sept 1916 Port of CARDIFF

No. in Reg. Book 1304 Survey held at Cardiff Date, First Survey 8th Sept Last Survey 13th Sept 1916 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel S.S. "Broomhill" Master _____

Tonnage { Gross 1392 Vessel built at W. Hartlepool By whom James S.B. & J.D.C. Ltd. When 1909-5
 Net 843 Engines made at Hartlepool By whom Richardson, Rogers & Co. Ltd. When 1909

Registered Horse Power 170 Boilers, when made (Main) 1909 (Donkey) 1909

No. of Main Boilers 2 Owners Broomhill Coll. Ltd. Port Newcastle Voyage Admiralty

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Kilcoy Dyk.
 Steam Pressure—180 lb (State name of Dock.)

in Main Boilers 90 lb in Donkey Boilers 90 lb

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) See T.S.

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.

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.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>X 100 A1</u>		<u>X LMC 11.13</u>
<u>9.14</u>		<u>T.S. 3.14</u>
<u>S.S. 34 & 9.1.13</u>		<u>B.S. 6.16</u>

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? No.Do. " Donkey " " " No.If this was not done, state for what reasons? Not due for survey.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? Yes. Is it fitted with continuous liner? ✓ or two liners? Yes. or is it without liners? ✓Has shaft now been changed? Yes. If so, state reasons Wicket at fore end of after liner.Is the shaft now fitted new? Yes. Has it a continuous liner? ✓ or two liners? Yes. or is it without liners? ✓State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/16"If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? ✓

Vessel placed in dry dock, outside fastenings examined, all in order. Tail shaft drawn in, examined, found wicket at fore end of after liner; new shaft fitted. Marked "N° 2540. 12.9.16 A.L.W." (Cert. attached).

Sea cocks & valves examined; new box spanner fitted to donkey blow down.

General Observations, Opinion, and Recommendation: The machinery of this vessel, as far as seen, is in a good and safe working condition; eligible, in my opinion, to remain as classed, with fresh record of survey T.S. N 9.16 entered in the Register Book.

Survey Fee (per Section 28) £ : : Fees applied for 19

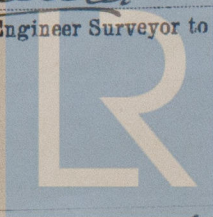
Special Damage or Repair Fee (if any) (per Section 28.) £ : : Received by me, 19

Travelling Expenses (if chargeable) £ : :

Committee's Minute TUE. SEP. 26. 1916

Assigned as above

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W924-0026

New Screw Chaff fitted & Sea
Connections examined.

It is submitted that
this vessel is eligible to
remain as O.E. 188 E.D.

NS 9.16.

J.W.
19/9/16

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register
Foundation