

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

MON. 4-MAR. 1918

(Received at London Office)

of writing Report 28th Feb 1918 When handed in at Local Office 2nd Mar 1918 Port of CARDIFF

in Book. Survey held at Cardiff Date, First Survey 23rd Jan Last Survey 23rd Feb 1918
(No. of Visits 3)

on the Machinery of the Wood, Iron or Steel S/S Denise Master

Gross 1598 Vessel built at Sunderland By whom Osbourne Graham Co When 1912-10
Net 802

Engines made at Do By whom H & M B Co Ltd When "

Boilers, when made (Main) 1912 (Donkey)

Owners F Bonat Port Caen Voyage French Alimality

If Surveyed Afloat or in Dry Dock Dry Dock Slipway Particulars of Classification (which must be inserted previously as in Register Book & Supplements).

Report No. Port

Particulars of Examination and Repairs (if any) Shaft fastenings

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 items being detailed in the body of the report, should be briefly summarized at the end of the report. State also the names and initials of any letters respecting this case.

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

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

Where a thorough examination was not done, state for what reasons? Not due for survey

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? Not done

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? Not done

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boiler? Not done

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boiler? Not done

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler? Not done

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No or two liners? Yes or is it without liners?

Has the shaft now been changed? If so, state reasons Not done

Has the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Rewooded

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

Whilst vessel was on the Slipway the Propeller shaft was drawn in examined and found in good condition. Stern bush lignum vitae found scored has been rewooded.

Outside fastenings of sea connections examined and found in order.

The I.P. and P. Cylinders have been repainted

The Thrust shoes re-metalled

General Observations, Opinion, and Recommendation: The machinery of this vessel
(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, S.S. 9.11, S.S. 2.2.9.11, or S.L.M.C. 9.11, 140 lb., F.P., &c.)

So far as now seen is in a safe working condition and in my opinion eligible to be retained as at present classed in the Register Book with fresh record of Screw Shaft seen 2.18.

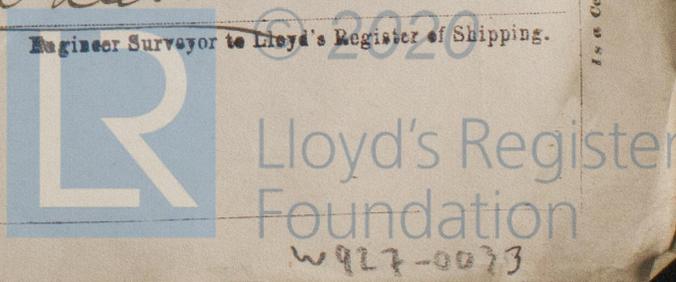
Survey Fee (per Section 25) £ 10 Fees applied for 10

Special Damage or Repair Fee (if any) (per Section 25.) £ 0 Received by me, J W Webb

Traveling Expenses (if chargeable) £ 0 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 8-MAR. 1918

Assigned as above



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

If so, to be sent to

Screw kept examined & minor
repairs effected.

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**.

8.2-18

AL
5-3-18

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register
Foundation