

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

FEB. 1917

(Received at London Office)

When handed in at Local Office 7. 2. 1917. Port of Hull

Survey held at Hull Date, First Survey + Last Survey 5. 2. 1917

on the Machinery of the Wood, Iron or Steel *See Sr. "Bilswood"* Master *G. J. Present*

Gross 3097 Net 1911 Vessel built at *Stockton* By whom *Ropner & Sons Ltd* When 1915-6

Engines made at *Stockton* By whom *Blair & Co. Ltd* When 1915

Boilers, when made (Main) 1915 (Donkey) 1915

Owners *Joseph Coustantine* Port *Middlesbrough* Voyage

If Surveyed Afloat  or in Dry Dock *W. Wright*

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Allowed now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<i>100A.1</i> <i>11-15</i>		<i>I.M.C.</i> <i>6-15</i>

Report No. Port Particulars of Examination and Repairs (if any) *Locking.*

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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 refused?  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 " " "

not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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?

Shaft now been drawn and examined? *No.* Is it fitted with continuous liner?  or two liners?  or is it without liners?

How often 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? *3/16" base*

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

*The propeller, stern-bush and sea connection fastenings examined and found satisfactory.*

General Observations, Opinion, and Recommendation:— *This vessel's machinery is*

*eligible in my opinion to remain as classed without fresh record of survey*

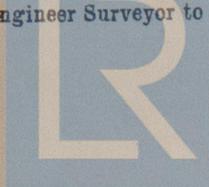
(per Section 28)	£ <input checked="" type="checkbox"/>	Fees applied for
Age or Repair Fee (if any)	£	10
Expenses (if chargeable)	£	Received by me, 10

*Geo. Allan*  
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 16 FEB. 1917

Committee's Minute

*As above.*



Lloyd's Register Foundation

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*.

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.

*JWD*  
*17/2/17*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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