

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

(Received at London Office

WED. 18 JUL 1917

Date of writing Report 13th July 1917 When handed in at Local Office 14. 7 - 1917 Port of Hull.

No. in Reg. Book 123 Survey held at Hull Date, First Survey 21.6.17 Last Survey 9.7.1917 (No. of Visits 7)

123 on the Machinery of the Wood, Iron or Steel SS "Cayo Bonito" Master Head Head Head YEAR. MONTH.

Tonnage { Gross 342 Vessel built at South Shields By whom Head Head Head When 1901-9
Net 2213 Engines made at South Shields By whom Head Head Head When 1901

Registered Horse Power 320 Boilers, when made (Main) 1901 (Donkey) 1901

No. of Main Boilers 2 Owners Kyle & Gylsea Ltd. Port Londow Voyage

No. of Donkey Boilers 1 Surveyed Afloat or in Dry Dock Alexandra Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 160 lb in Donkey Boilers 80 lb (State name of Dock.)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) DAMAGE AND BS.

(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.)

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? yes. not reqd. Was a damage report made by anyone else? If so, by whom? Admiralty Surveyor.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.Do. " Donkey " " " Yes.

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? yes.To what pressure were they afterwards adjusted under steam? 16.3 lbs.Did the Surveyor examine the Safety Valves of Donkey Boiler? yes.To what pressure were they afterwards adjusted under steam? not adjd.Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes.and of the Donkey Boiler? yes.Did the Surveyor examine the drain plugs of the Main Boilers? yes.and of the Donkey Boiler? none.Did the Surveyor examine all the mountings of the Main Boilers? yes.and of the Donkey Boiler? yes.Has screw shaft now been drawn and examined? yes. Is it fitted with continuous liner? yes. or two liners? ✓ or is it without liners? ✓Has shaft now been changed? ✓ If so, state reasons Found in good order.Is the shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓State the distance between lignum vite of stern bush and top of after bearing of screw shaft? 3/16" bare.If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? See below.

~ Damage stated to have been caused by vessel encounter-
ing ice in the Arctic Sea and Port BS. ~

Now done :- Vessel placed in dry dock.

Examined Tail shaft in good order.

Propeller fastening & opening satisfactory.

Repairs due to damage :- L.P. gland renewed.

Repairs due to wear & tear :- Main boiler blow down cock fitted with new spindle. Donkey boiler feed donkey overhauled.

BS :- Examined Main & donkey boilers, their safety valves & mountings, found all in good order, except a few

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. 11, B.&M.S. 11, or L.M.C. 11, 140 lb., F.D., &c.)

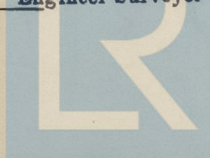
seen is in good order, eligible in my opinion to remain as classed, and have fresh records of Tail shaft last seen 7.17. and BS. 7.17 when the survey is completed as above.

Survey Fee (per Section 23) BS £20.00 Fees applied for 17.7.17
Special Damage or Repair Fee (if any) £22.00 NR
(per Section 23.)
Travelling Expenses (if chargeable) £ : : Received by me, 23.7.17

Committee's Minute FRI. JUL. 20 1917.Assigned Deferred

TUE. OCT. 16 1917.

Engineer Surveyor to Lloyd's Register of Shipping.



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W937-0077 1/2

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

Is a Certificate required? If so, to be sent to

Boiler 8.16 partly head
 down shaft the hands for
 the double.

It is submitted that this
 vessel WILL BE eligible
 for the record. B.V. 14.

When the B.V. 14 has
 been ad. in the.

5.4.14.

[Signature]
 18.7.17.

N.B.—If this Report is copied by Copping Press, special 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.

Rpt. 9a.
 Port of

Hull

Continuation of Report No. 30,046 dated

9/7/17

on the

SS "Cayo Bonito" Ham. Part BS.

Rivets in bottom plate of Centre Combustion Cham-
 ber of Starboard boiler which were wasted, these
 were renewed. All mounting overhauled &
 put in order. Main boiler Safety valves
 adjusted as stated, when the above repairs
 were tight.

To Complete BS:- The donkey boiler Safety valves
 require to be adjusted. As this boiler was
 emptied for loading reasons this could
 not be done.

[Signature]
 J. G. MacKillop.



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