

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

(Received at London Office WED. - 1 DEC. 1915)

of writing Report 30/11/15 When handed in at Local Office 30/11/15 Port of Swansea  
 in Survey held at Swansea Date, First Survey 1-11-15 Last Survey 26-11-15  
 on the Machinery of the Wood, Iron or Steel 1/3 "COTTINGHAM" Master E. Mitchell  
 Gross 513 Vessel built at Goolle By whom Goolle S. B. Co When 1907-9  
 Net 221 Engines made at Sunderland By whom McElders Pollock & Co When 1907-9  
 Power 79 Boilers, when made (Main) 1907 (Donkey) 1907  
 Main Boilers 1 Owners R. L. Kemp (MGR) Port Glasgow Voyage Coasting  
 Donkey Boilers 1 Pressure 180 lb If Surveyed Afloat or in Dry Dock Ocean  
 Main Boilers 80 lb (State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port  
 Particulars of Examination and Repairs (if any) pt + LMC

CHARACTER X for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.H., if any).
100A1 3-15 SS GOOLE No 1-10		Lmc 9-10 B.S. 12-14 T.S. 3-15

Medical Surveys, when held, must be reported in detail and serialim 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 as being detailed in the body of the report, should be briefly summarised 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? *iv*

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

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? *yes* To what pressure were they afterwards adjusted under steam? *185 lb*

Surveyor examine the Safety Valves of Donkey Boiler? *yes* To what pressure were they afterwards adjusted under steam? *78 lb*

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

Surveyor examine the drain plugs of the Main Boilers? " , and of the Donkey Boiler? *none*

Surveyor examine all the mountings of the Main Boilers? " , and of the Donkey Boiler? *yes*

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

Shaft now been changed? *No* If so, state reasons *✓*

Shaft now fitted new? *✓* 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? *Stem bush rewooded.*

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

Work done -> Vessel placed in dry dock, sea & propeller fastenings examined. All sea cocks & valves with their connections opened out & examined. Propeller shaft drawn in & examined. Stem bush rewooded.

Examined all cylinders, pistons, slide valves, pumps, condenser, main & auxiliary, crank, thrust, & steering shafting.

Steam steering engine opened out & tested.

Main steam pipe removed annealed & tested.

Repairs: Bilge pump rams renewed, all bottom end bristles replaced. Circulating pump chamber rebored & new bucket fitted. Sued pump seats faced up. New spindle for main injection valve. P.T.O.

General Observations, Opinion, and Recommendation: - The machinery of this vessel is 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. 9, 11, E.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)  
 As far as seen is in a safe working condition and is eligible in my opinion to remain as classed and to have fresh record of " + LMC 11-15 " & propeller shaft "last seen 11-15"

Fees applied for 30/11/15  
 Received by me, 14/12/15  
 £ LMC 3:10:0  
 Damage or Repair Fee (if any) £ : :  
 Expenses (if chargeable) £ : :

E. B. Vaux  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. - 7. DEC. 1915  
 TUE. - 4. JAN. 1916



CERTIFICATE WRITTEN 2.3.16

7<sup>s</sup> COTTANGHAM

Examined main & donkey boilers with their safety valves & mounting.

Safety valves adjusted under steam.

Repairs.—M.B.—Lower manhole door refitted.

D.B.—Top manhole door refitted. Uptake partly renewed. Iris door renewed.

J. B. Vant

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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.

S. H. 02 due 9.15 cont'd

is submitted that this vessel is eligible for THE RECORD.

+ LMC 11.15-

S. 11.15-

SP

9.12.15



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