

Date of writing Report 3<sup>rd</sup> June 1916 When handed in at Local Office 5 JUN 1916 (Received at London Office SAT. 10 JUN. 1916) Port of LIVERPOOL

*Last Report No.* \_\_\_\_\_ *Port* \_\_\_\_\_

Periodical Surveys, when held, must be reported in detail and seriatim 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? ☒ 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 " " "

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 these parts of work. *Edmund*

Did the Surveyor examine the Safety Valves of the Main Boiler? No. 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 Rollers? ☒ Yes ☐ No

Did the Survivor examine the drain pipes of the Main Bellow?

... and of the Donkey Boiler? ✓

Does the Surveyor examine all the mountings of the Main Boilers? ☒ , and of the Donkey Boiler? ☒

... 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? *Yes* If so, state reasons *Changed by the owners.*

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

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *A good fit.*

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

The vessel in dry dock, propeller, sea valves and the fastenings of sea connections examined. The spare propeller shaft-fitted. The shaft removed was found in satisfactory condition and has been retained on board as spare.

General Observations, Opinion, and Recommendation:— This vessel's machinery  
(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. 9, 11, B.&N.S. 9, 11, or &c. M.C. 9, 11,  
160 lb., F.D., &c.)  
as seen appears in good working order, eligible to remain  
Classed, with notations of new propeller shaft 6-16; and M.S.  
5-15 recommended in Liverpool Report N<sup>o</sup> 74287.

Survey Fee (per Section 28).....	£ : :	Fees applied for	19
Special Damage or Repair Fee (if any)..... (per Section 28.)	£ : :	Received by me,	
Travelling Expenses (if chargeable).....	£ : :		

*Wm. Siburn* 2020  
 Engineer Surveyor to Lloyd's Register of Shipping

LIVERPOOL.

**CERTIFICATE**

10 2 2:10

WATER

3/6/16

note 75

Foundation

W941-0232



S.S. 803 due 5.15 how complete

Screw shaft changed

It is submitted that  
this vessel is eligible for

THE RECORD + LMC. MS 5.15

NS 6.16

2/14

14.6.16

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.



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