

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

(Received at London Office FEB. 23, 1917)

Date of writing Report 22nd Feb. 1914 When handed in at Local Office 22nd Feb. 1914 Port of Barry
 No. in Reg. Book 1825 Survey held at Barry Date, First Survey 12th Feb. Last Survey 16th Feb. 1914
 on the Machinery of the Wood, Iron or Steel S. S. "CRISPIN" Master J. Trinick
 Tonnage { Gross 3965 Vessel built at Middlesbrough By whom Sir Raylton Dixon & Co. Ltd. When 1904 MONTH 12
 Net 2484 Engines made at Sunderland By whom N. E. Marine Eng. Co. Ltd. When 1904
 Registered Horse Power 408 Boilers, when made (Main) 1904 (Donkey) 1904
 No. of Main Boilers 2. S.B. Owners Booth S. S. Co. Ltd. Port Liverpool Voyage
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock No. 1 & Commercial
 Steam Pressure in Main Boilers 180
 in Donkey Boilers 100

Last Report No. _____ Port +L.M.C. (P)

Particulars of Examination and Repairs (if any) B.S. (Comp)

(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 " " " 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? _____

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? _____, and of the Donkey Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? _____, and of the Donkey Boiler? _____

Did the Surveyor examine all the mountings of the Main Boilers? _____, 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 _____

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? Close (Bush rewooded)

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? To complete +L.M.C. - The survey requires to be held in its entirety, with the exception of the examination of steering engine, centrifugal circulating pump, and fan engines. No definite information was obtained as to when the survey will be completed. To complete B.S. the donkey boiler safety valves require to be adjusted under steam.

Vessel placed in dry dock propeller and sea cock fastenings examined.

Propeller shaft drawn, examined, and again refitted. Stern bush rewooded.

+L.M.C. (Part). Steering engine, centrifugal circulating pump and engine, and fan engines have been examined.

B.S. (Part). Donkey boiler with its safety valves and mountings has been examined. The Supt. Eng's attention was drawn to the fact that the B.S. is again due.

Starboard furnace of port main boiler examined, and found deflected, but in my

General Observations, Opinion, and Recommendation: - The machinery of this vessel is as far as (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. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

now seen, in good condition and is eligible in my opinion to remain as classed, with fresh record of +L.M.C. (with date) when survey has been completed as above, B.S. (with date)

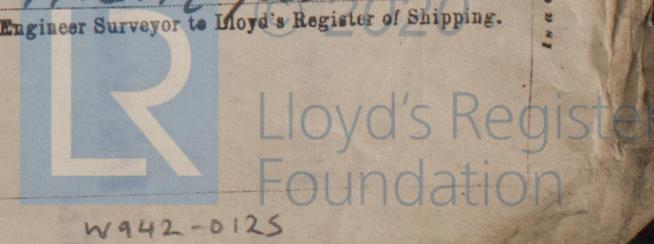
as recommended by Liverpool Report, when completed, and T.S. 2. 14. Vessel's name to be removed from Limitation List.

Survey Fee (per Section 88)..... £	Fees applied for	} _____ Received by me, _____
Special Damage or Repair Fee (if any)..... £	19	
Traveling Expenses (if chargeable)..... £	19	

Thomas W.C. Napier
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 27 FEB. 1917

Assigned Deferred



507 Ernest Lovell

S No 2 due 12.15 held re docking
Crew shaft, sea connections, & circulating
pump now brand also start of furnace of post-heat

MS.—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.

B.S. due 1.16 advanced but this
survey again becomes due this month

It is submitted that this
level will be suitable
for record. B.S. 2.16 when the
OB values have been adjusted

It is submitted that
this level is to
remain as OBSERVED.

Without restrictions
re furnace.

S. 2.17

Note above as
part of S.

S.P.
24.2.17

S. S. CRISPIN—
Divisional Officer.

Thomas W. C. Napier

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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