

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

(Received at London Office

MON. SEP. 14. 1914

Date of writing Report 10-9-14

When handed in at Local Office 11-9-14

Port of Hull

No. in Reg. Book.

Survey held at Hull

Date, First Survey 2-9-14

Last Survey 3-9-14

(No. of Visits 2)

471

on the Machinery of the Wood, Iron or Steel

11 Diplomat

Master

Tonnage

Gross 91

Net -

Vessel built at Selby

By whom

Cochrane & Sons

When 1909-2

Registered Horse Power

47

Engines made at Hull

By whom

Charles & Co Ltd

When 1909-2

No. of Main Boilers

one

Boilers, when made (Main)

1909

(Donkey)

No. of Donkey Boilers

✓

Owners J. C. Spink

Port

Hull

Voyage

Steam Pressure

in Main Boilers 140

If Surveyed Afloat or in Dry Dock on Charles Ship

(State name of Dock.)

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.	Year and Month when last Surveyed.	Machinery and Boiler Surveys (including date of M.B., if any).
+100 A - For towing purposes 1.1.14 to 1.1.13 3.14		+100 B 5.13 5.13

Last Report No.

Port

Particulars of Examination and Repairs (if any) Condor

(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?

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?

not due for survey

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?

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 Boilers?

, and of the Donkey Boiler?

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?

Has screw shaft now been drawn and examined?

Is it fitted with continuous liner?

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 vitae of stern bush and top of after bearing of screw shaft?

1/8

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

Complete

Screw shaft drawn for fitting new propeller, examined found in good condition, neck ring slack in tube now renewed, sea cocks & fastenings examined & overhauled, propeller renewed.

General Observations, Opinion, and Recommendation:—

(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, R.S. 2, 11, R.S. 2, 11, or L.M.C. 2, 11, 140 lb., F.D., &c.)

Machinery is in good safe working condition in my opinion eligible to remain as classed.

1.9.14 to be noted.

Survey Fee (per Section 28)

£

Special Damage or Repair Fee (if any)

£

Travelling Expenses (if chargeable)

£

Fees applied for

19

Received by me,

19

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

TUE. SEP. 15. 1914

Assigned

As above

Screw shaft examined. Propeller
changed.

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

(S)

14.9.14

3.9.14

N.B.—If this Report is copied by Copring 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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