

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

WED. JUL. 15. 1914

(Received at London Office)

Date of writing Report 11-7-14 When handed in at Local Office 11-7-14 Port of Glasgow

No. in Reg. Book. 1272 Survey held at Glasgow Date, First Survey 8.7.14 Last Survey 10-4-1914

Tonnage { Gross 4476 Net 3063 Vessel built at West Hartlepool By whom Turners Withy & Co Ltd When 1906-3

Registered { Horse Power 448 Engines made at Hartlepool By whom Richardsons Westgarth When 1906

No. of Main Boilers 2 Boilers, when made (Main) 1906 (Donkey) 1906

No. of Donkey Boilers 1 Owners Cargy Irvine & Co, Ltd Port Glasgow Voyage Calcutta

Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock Queens Dr & Green Dry Dock

in Donkey Boilers 100

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years Assigned	Machinery and Boiler Surveys (including date of N.B., if any).
For Special Survey.		
Date of last Survey and of Periodical Surveys.		
+100 Q.I. 11-13.		+L.M.C. 4-10
S.S. Gls No 1, 10		B.S. 6-13
		T.S. (M) 1-13

Last Report No. Port

Particulars of Examination and Repairs (if any) Pl. + L. M. C.

(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?

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 those parts of each Boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

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

Has screw shaft now been drawn and examined?

Has shaft now been changed? If so, state reasons

Is the shaft now fitted new? Has it a continuous liner?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

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

To complete the survey
+ longitudinal steam space stays in donkey boiler require renewing, the main steam pipes to be annealed & tested & the condenser and all sea connections examined

Not Done
All the boilers & their mountings examined, the above repairs recommended & their safety valves adjusted under steam.

The cylinders, pistons, slide valves, crank tunnel & thrust shafting, all pumps and pumping arrangement, steering & windlass engines and the machinery in general, with the exception of the above mentioned, has been examined & put in good order.

The propeller & its fastenings, end of stern bush & the fastenings of the sea connections examined & found in good order.

General Observations, Opinion, and Recommendation:—The Machinery of this vessel is in good condition & eligible, in my opinion, to remain as classed and to have fresh record + L.M.C. 4-14. when the survey as mentioned above has been completed

(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. 6, 11, B.&N.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

Survey Fee (per Section 22) £ 6. 10 0
Special Damage or Repair Fee (if any) £ : :
Travelling Expenses (if chargeable) £ : :

Committee's Minute

Assigned Deferred for completion

GLASGOW

14 JUL 1914

Received by me
17.7.14
Tues. A. Ferguson
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

TUE. SEP. 29. 1914

Lloyd's Register
Foundation

S.S. No 2 due 3.14 & B.S. due
6.14 partly held no arrangement

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.

Stated for Completion

It is submitted that this
vessel WILL BE eligible for
the record. + LMC 7.17 Shun

4 main Stays have been
Renewed in the DB

main Steam pipe renewed
tested & the Condenser

& Sea connections

Reamed

JP
16.7.14

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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