

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

(Received at London Office)

FRI. SEP. 6 - 1912

Date of writing Report 16th August 1912. When handed in at Local Office 16th August 1912. Port of **YOKOHAMA.**No. in Survey held at **YOKOHAMA.**Date, First Survey 2nd August Last Survey 16th August 1912Book. 17 on the Machinery of the Wood, Iron or Steel s.s. "Dacre Castle" Master **L. Gough**Gross 4261 Vessel built at **Middlesbro'** By whom **R. Craggs & Sons Ltd.** When 1908. 2Net 2653 Engines made at **Stockton** By whom **Blair & Co.** When 1908

Registered Horse Power 459 Boilers, when made (Main) 1908 (Donkey) 1908

of Main Boilers 2 Owners **Lancashire Shipping Co. Ltd.** Port **Liverpool** Voyage **New York**of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock **Yokohama No. 3**

Main Pressure 180 lb. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers 100 lb.

First Survey No. Port

Particulars of Examination and Repairs (if any) **Damage through grounding.**

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

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? ☒ also whether any damage report was made, and, if so, by whom? **Yes by undersigned.**the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ☒Do. " Donkey " " " ☒this was not done, state for what reasons? ☒what parts of the Boilers could not be thus thoroughly examined? ☒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? ☒the Surveyor examine the Safety Valves of the Main Boiler? ☒ To what pressure were they afterwards adjusted under steam? ☒the Surveyor examine the Safety Valves of Donkey Boiler? ☒ To what pressure were they afterwards adjusted under steam? ☒the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ☒ and of the Donkey Boiler? ☒the Surveyor examine the drain plugs of the Main Boilers? ☒ and of the Donkey Boiler? ☒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? ☒shaft now been changed? **No.** If so, state reasons ☒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? **New lignum vitae fitted.**the Survey is not complete state what arrangements have been made for its completion and what remains to be done? ☒

Propeller blades (bronz) faired and dressed up. Propeller shaft drawn and found in good condition, lignum vitae renewed, and line of shafting tested. Condenser tubes drawn, the condenser cleaned, and afterwards tested. Guide plates and shoes planed and refitted. Crank pin brasses of fan engine remetalled, L.P. eccentric strap remetalled, and trough for H.P. eccentric straps renewed. Thrust collars faced up and relined. Three electric cables renewed. Oil pipes & cups for pump link brasses renewed. One bidge strum renewed. Water service pipes to guides repaired. Main steam pipes annealed and tested by hydraulic pressure to 360 lbs. per sq. in. New propeller blades to be fitted at Owners' convenience.

Summary of Damage Repairs

Renewed: Lignum vitae, white metal of fan engine crank pin brasses & L.P. eccentric strap. Trough for H.P. eccentrics. Three electric cables. Oil pipes & cups for pump link brasses. One bidge strum.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is

(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, E.S. 9,07, B.&H.S. 9,07, or L.M.C. 9,07, 140 lb., E.D., &c.)

now in good order and safe working condition, and is, in my opinion, eligible

to remain as classed with the notation of "Tail shaft seen 8.12."; the four propeller

blades being renewed at Owners' convenience on account of loss of surface.

Survey Fee (per Section 28) £ **50.00**Special Damage or Repair Fee (if any) (per Section 28.) **Yes 50.00**Travelling Expenses (if chargeable) £ **50.00**Fees applied for 16th Aug. 1912. **a.s.w.**Received by me, 20th Aug. 1912.

a.s. Williamson

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

Committee's Minute

Assigned

TUE. SEP. 10. 1912

As above

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Is a Certificate required? If so, to be sent to

Grounding Damage
Screw shaft & part machinery

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.

examined & repairs effected
new propeller blades etc to be
fitted at Owners' Convenience

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

S 8.12

DP
6.9.12

RETAIN

RETAIN

Overhauled and repaired: Propeller blades. Shafting. Condenser. Guide plates and
shafts. Thrust collar. Water service pipes. Main steam pipes.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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