

No. 39991

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

(Revised at London Office)  
Working Report 15<sup>th</sup> Sept 1917 When handed in at Local Office 17<sup>th</sup> Sept 1917 Port of **CARDIFF**

Survey held at **Cardiff** Date, First Survey 20<sup>th</sup> Augt Last Survey 12<sup>th</sup> Sept 1917  
on the Machinery of the **Wood, Iron or Steel** **S. S. Baykerran** Master (No. of Vessels 3)

Gross 3755 Net 2413  
Vessel built at **Glasgow** By whom **C. Bonnell & Co. Ltd** When 1906 2  
Engines made at **Glasgow** By whom **Dunsmuir Jackson** When 1906  
Boilers, when made (Main) 1906 (Donkey) 1906  
Owners **The Bay S. S. Co. Ltd** Port **London** Voyage  
Surveyed Afloat or in Dry Dock **Channel**  
(State name of Dock.)

Report No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any) Fastenings

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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 not? Was a damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey " " "

Not done, state for what reasons? **No**

Parts of the Boilers could not be thus thoroughly examined? **Boilers not due for survey**

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?

Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

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

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

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

Shaft now been drawn and examined? **No** Is it fitted with continuous liner? or two liners? or is it without liners?

Shaft now been changed? If so, state reasons

Shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

Distance between lignum vitae of stern bush and top of after bearing of screw shaft? **1 1/8**

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

The propeller, stern bush, and fastenings of the screw connections examined and found good

General Observations, Opinion, and Recommendation: **The machinery of this vessel**

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. 9.11, D.S. 9.11, or L.S.C. 9.11, 140 lb., F.D., &c.

as as seen is in good condition and eligible in my

opinion to remain as classed without fresh record of survey.

(per Section 25) £ : : Fees applied for

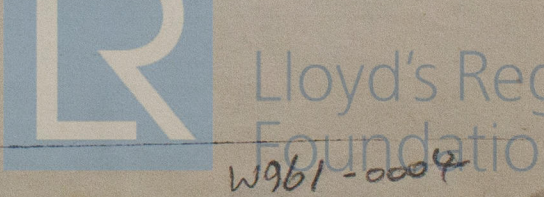
Damage or Repair Fee (if any) £ : : Received by me,

Expenses (if chargeable) £ : : 19

Committee's Minute **TUE SEP 25 1917.**

ed **As above**

**James Barclay**  
Engineer Surveyor to Lloyd's Register of Shipping.



W961-0007



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

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.

*[Signature]*  
20.9.17.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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