9.

No. 38974

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

(Received at London Office SAT.-2.SEP.1916)

Date of writing Report Augt 1916 When handed in at Local Office Aug 1916 Port of CARDIFF.

No. in Book. Survey held at Cardiff Date, First Survey 16th Aug. Last Survey 26th Augt 1916 (No. of Visits 9)

54 on the Machinery of the ~~Wood, Iron or~~ Steel Sc. Sr. Bayhall Master

Tonnage { Gross 3898 / Net 2534 } Vessel built at Newcastle By whom R. Stephenson & Co Ld When (Year) 1906 (Month) 1

Registered Horse Power 313 Engines made at " By whom N. E. Mar. E. & Co Ld When 1906

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

No. of Donkey Boilers 1 Owners The Bay. S. S. Co Ld. Port London Voyage

Working Pressure— Main Boilers 165 lbs Donkey Boilers 90 lbs

If Surveyed Afloat or in Dry Dock (State name of Dock.) Channel

Last Report No. Port

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.	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100 A1		✠ L.M.C.
Spardk with fbd 3.16		M.S. 11.13
		B.S. 10.15
S.S. Rot. No 2.13		I.S. 3.16

Particulars of Examination and Repairs (if any) Screw Shaft etc

(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 details 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? Yes

Do. " Donkey " " " No

If this was not done, state for what reasons? Blers not due

Are 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? No To what pressure were they afterwards adjusted under steam? Not adj. at this time

Did the Surveyor examine the Safety Valves of Donkey Boiler? No 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? No , and of the Donkey Boiler? No

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

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? No If so, state reasons ✓

Is the shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

What the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? lower half of bush rewooded

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

Examined intermediate pressure slide valve and cylinder face. Low pressure cyl. and piston and rod. Low press. slide valve, top ends of all connecting rods, crank, thrust and screw shaft, propeller, stern bush, sea cocks and valves, and their fastenings bilge injection valve, condenser, feed and bilge pumps and valves, Auxiliaries, pipes, steering eng, windlass and screw stays in main boilers and found or made good as under. Intermediate pressure slide valve taken to works, and face dressed and back lined up. The cyl. face also dressed in place, and at some more favourable opportunity, a false face and new valve will be fitted, meantime these are in safe working condition New end fitted to slide valve spindle, crank and gland bushes

General Observations, Opinion, and Recommendation:—The machinery of this vessel (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. 9,11, B.&M.S. 9,11, or ✠ L.M.C. 9,11, 140 lb., F.D., &c.)

so far as seen is in good condition and eligible in my opinion to remain as classed, and to have record of survey I.S. 8.16 in the Register Book

Survey Fee (per Section 28) £ : :

Special Damage or Repair Fee (if any) (per Section 28.) £ 6 : 6 : 0

Travelling Expenses (if chargeable) £ : :

Fees applied for 12th Sept. 1916

Received by me, 4. 9. 1916 5/9/16

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

Committee's Minute FRI.-8.SEP.1916 FRI.5-JAN.1917

Signed As now (without spl. cond.)

Insert Character of Ship and Machinery precisely as in the Register Book.

If Stockless, state Mechanical Tests.

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

W961-0392 1/2

Machinery generally Rand & repairs N/Rebd

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

Without Restrictions.

508-16

5.9.16

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.

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

Sept. 98.

Port of

Rpt. 9a.

SAT.-2.SEP.1916

Port of CARDIFF Continuation of Report No. 38974 dated August 1916 on the

Sc. Sr. Bayhall

bushes made to fit.

Low pressure piston rod examined, and found in safe working condition, guides and shoes lined up.

New end fitted to low pressure slide valve spindle, and neck and gland bushes made to fit.

Crown brass of top end of Int. press. connecting rod renewed.

Top ends of high and low pressure connecting rods examined, there are slight surface cracks in brasses, which do not affect efficiency or safe working.

Low press. connecting rod, bottom end remetalled.

The metal in top halves of main bearings is in good order

Thrust shaft put in lathe, collars trued up, shaft refitted shoes remetalled and refitted.

Intermediate stop valve renewed.

Screw shaft key refitted

Lower half of stern bush rewooded, and patch fitted to face of stern gland.

Condenser tubes drawn, cleaned, replaced, and repacked. condenser tested

Bilge pumps, port and starboard suction valve boxes renewed.

Auxiliary feed pump renewed.

Donkey boiler feed pump overhauled put in order

Ballast pump overhauled, slide valve spindle renewed bucket refitted, stop valve and spindle renewed. pump tried and found good.

All pipes bilge and tank overhauled, repaired + partly renewed.

Steering engine overhauled. worm wheel and crank shaft renewed

Windlass overhauled. Cable lifters renewed

Main boilers cleaned and scaled, the screw stays will be attended to when vessel goes through boiler survey in October. meantime they are in safe working condition.

Donkey boiler. plain tubes renewed, and smoke box and uptake repaired.

James Barclay