

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

(Received at London Office SAT. AUG. 12. 1911)

Date of writing Report Aug 9<sup>th</sup> 19 11 When handed in at Local Office 11 AUG 1911 Port of LIVERPOOL

No. in Reg. Book 13514 Survey held at Birkenhead Date, First Survey 4 Aug Last Survey 5 Aug 19 11

on the Machinery of the Wood, Iron or Steel S. S. "Armstrong" Master Smith

Tonnage { Gross 2994 Vessel built at Hartlepool By whom Irving & B. Co When 1909-7  
Net 1867 Engines made at Hartlepool By whom Richardson & Westgarth When 1909

Registered Horse Power 240 Boilers, when made (Main) 1909 (Donkey) 1909

No. of Main Boilers 2 Owners R. H. Holman Port London Voyage Glyde

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Blowers

Steam Pressure—  
in Main Boilers 180  
in Donkey Boilers 100

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A1</u>	<u>1.10</u>	<u>Sub 7.07</u>

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

Particulars of Examination and Repairs (if any) Docking

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? Not required Was a damage report made by anyone else? If so, by whom? W. G. Grundy

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? \_\_\_\_\_

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? yes

Is it fitted with continuous liner? yes

or two liners? yes

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

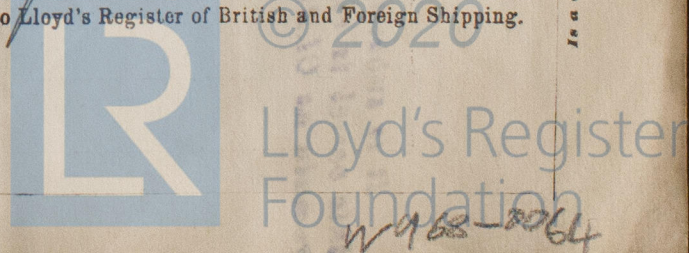
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Damage. Examination after grounding.  
Now done. Propeller, sea cocks & valves, stern bush & fastenings, screw shaft drawn in - 2 liners, examined & found in order.  
M.P. bottom end, & all top main bearing brasses scraped up & adjusted. Several condenser tubes renewed. holding down bolts hardened up.  
3 bilge pump valves & seats renewed. & other minor repairs effected.

General Observations, Opinion, and Recommendation:— This vessel's machinery  
(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. 9.10, B.&M.S. 9.10, or L.M.C. 9.10, 140 lb., F.D., &c.)  
as far as seen is in good working order. & eligible to have fresh record of tailshaft last seen 8.11.

Survey Fee (per Section 28) £ 1 : 1 : 0 Fees applied for 1 AUG 1911  
Special Damage or Repair Fee (if any) £ 19 : 0 Received by me, A. J. Barrett  
(per Section 28.)  
Travelling Expenses (if chargeable) \_\_\_\_\_ Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute LIVERPOOL 11 AUG 1911  
Assigned As now  
Choke & Shaft



*Due to foundling Damage.  
Part Mchuy end. & must  
repairs effected.*

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.

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

*J. 8-11*  
*15-8-11*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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