

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

Date of writing Report 27 April 1917 When handed in at Local Office 28 APR 1917 Port of London

No. in Reg. Book. Survey held at London Date, First Survey 13th April Last Survey 20th April 1917 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel REPAIR Master Robert Jones & Co When 1917-1

Tonnage Gross 5712 Net 3446 Vessel built at Stockton By whom Robert Jones & Co When 1917

Registered Horse Power 4432 Engines made at Stockton By whom Robert Jones & Co When 1917

No. of Main Boilers 2 Boilers, when made (Main) 1917

No. of Donkey Boilers 1 Owners Lane & Macandrew & Co Port London Voyage Commercial

Stos. Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Survey Commercial (State name of Dock.)

in Donkey Boilers 180 lb

Last Report No. 4589 Port LondonParticulars of Examination and Repairs (if any) Condition

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 date 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? Yes

Was a damage report made by anyone else? If so, by whom? YesDid the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do.

If this was not done, state for what reasons? YesWhat parts of the Boilers could not be thus thoroughly examined? YesAlso 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? YesDid the Surveyor examine the Safety Valves of the Main Boiler? NoTo what pressure were they afterwards adjusted under steam? Not adjustedDid the Surveyor examine the Safety Valves of Donkey Boiler? NoTo what pressure were they afterwards adjusted under steam? YesDid the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? No, and of the Donkey Boiler? NoDid the Surveyor examine the drain plugs of the Main Boilers? No, and of the Donkey Boiler? NoDid the Surveyor examine all the mountings of the Main Boilers? No, and of the Donkey Boiler? NoHas screw shaft now been drawn and examined? NoIs it fitted with continuous liner? Yesor two liners? Yesor is it without liners? YesHas shaft now been changed? Yes If so, state reasons YesIs the shaft now fitted new? YesHas it a continuous liner? Yesor two liners? Yesor is it without liners? YesState the distance between lignum vitae of stern bush and top of after bearing of screw shaft? YesIf the survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Examined all crank shaft bearings & crank pins found same satisfactory - slight discolouration on one or two bearings also very slight scoring. The main bearings & crank pin bushes had been painted at Trinidad, & the 1st crank pin and 2nd & 3rd bearings of shaft (from forward) had been filed up at that time. Eccentric straps & patent metal in same (original) examined & satisfactory. Valve gear examined - satisfactory. Pump link bushes & crosshead of same examined. Crosshead bearings found worn oval $\frac{1}{32}$ " - filed up. Since shaft landed at Trinidad on being tested with gauges made then found & have only gone down $\frac{3}{1000}$ "

General Observations, Opinion, and Recommendation:—

(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.&N.S. 9, 11, or L.M.C. 9, 11, 100 lb., F.P., &c.)

The above submitted for the Committee's information

Survey Fee (per Section 28) £ Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 28.) £ Received by me, 19

Travelling Expenses (if chargeable) £

Committee's Minute

Assigned

W. H. Adams 24/5/17
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OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE TABLE



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