

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

(Received at London Office

OCT. 15. 1915

Date of writing Report

12<sup>th</sup> Oct 1915

When handed in at Local Office

12<sup>th</sup> Oct 1915

Port of

NEWCASTLE ON TYNE

No. in  
Reg. Book.

Survey held at

Newcastle

Date, First Survey

6<sup>th</sup> Dec 1914

Last Survey

6<sup>th</sup> Oct 1915

(No. of Visits 12)

31<sup>st</sup> ship on the Machinery of the Wood, Iron or SteelTwin S.S. *Helia*

Master

Tonnage { Gross 3680

Net 2318

Vessel built at

Newcastle

By whom

Armstrong Whitworth

When 1914 12

Registered Horse Power

342

Engines made at

"

By whom

Wallace &amp; Shipway

When 1914

No. of Main Boilers

2

Boilers, when made (Main)

"

By whom

(Donkey)

1914

No. of Donkey Boilers

2

Owners

Flower Motor Ship Co Ltd

Port

London

Voyage

Steam Pressure in Main Boilers

100 lbs

If Surveyed Afloat or in Dry Dock

River

(State name of Dock.)

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

CHARACTER.  
for Special Survey.  
Date of last Survey and of  
Periodical Surveys.Years  
assigned  
expired.Machinery and Boiler  
Surveys  
(including date of N.B., if any).

+ 100 A1 7/15

+ L.M.C. 7/15

Oil engines

Last Report No. 67766 Port Newcastle

Particulars of Examination and Repairs (if any) Alterations

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?

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?

none

Do.

"

Donkey

"

"

no

If this was not done, state for what reasons?

Not done

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?

No

Is it fitted with continuous liner?

✓

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?

✓

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

✓

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

Complete

An additional air reservoir has now been fitted and connected up to these engines, it has been constructed & tested in accordance with the enclosed plan, all the new pipes and connections have been tested. The engines were afterwards tried with satisfactory results.

## 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.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

As far as seen the machinery of this vessel is now in efficient condition, and in my opinion is eligible to remain as classed without fresh record.

Survey Fee (per Section 38)

£

Fees applied for

OCT 13 1915

Special Damage or Repair Fee (if any)

£

2/2

Travelling Expenses (if chargeable)

£

Received by me,

23/10

Charles Cooper

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

Committee's Minute

TUE. 19. OCT. 1915

Assigned

As above

Lloyd's Register  
Foundation

W971-0054

Has a Survey also been held on Ship?

If so, is the Report sent now, or when will it be sent?

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

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



An additional air receiver  
fitted & tested

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**.

EGJ

15.10.15

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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