

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

(Received at London Office

TUE. 9 - APR. 1918

Date of writing Report March 1918 When handed in at Local Office 8 - APR 1918 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 1221 Survey held at Blyth Date, First Survey 17th Mar Last Survey 25th Mar 1918 (No. of Vists 5)

1221 on the Machinery of the Wood, Iron or Steel St Archbanks Master YEAR. MONTH.

Tonnage Gross 3467 Vessel built at West Hartlepool By whom Harrison Withy & Co When 1906 6

Net 2458 Engines made at Hartlepool By whom Richardsons Westgarth & Co When 1905

Registered Horse Power 314 Boilers, when made (Main) 1905 (Donkey) 1905

No. of Main Boilers 2 Owners Sutherland & Co (A. In. Sutherland Mgr) Port Newcastle Voyage Government Service

No. of Donkey Boilers 1 Surveyed Afloat or in Dry Dock (State name of Dock.)

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.	Year Assigned new expiry.	Machinery and Boiler Surveys (including date of E.B. if any).
<u>100 A. 1 Spark with pressure 117</u>		<u>6.14</u>
<u>S.S. No. 102-14</u>		<u>B.S. 1.14</u>
		<u>Y.S. 10.14</u>

Last Report No. Port

Particulars of Examination and Repairs (if any)

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? Yes Was a damage report made by anyone else? If so, by whom? Yes

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

Do. " Donkey " " " Yes

If this was not done, state for what reasons? Yes

And what parts of the Boilers could not be thus thoroughly examined? Yes

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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180lb.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 80lb.

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

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

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

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? Yes or two liners? Yes or is it without liners? Yes

Has shaft now been changed? Yes If so, state reasons Yes

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

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

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

The main boilers with their mountings examined: 30 defective screw stays removed; end plate in way of lower manhole doors built up by the Electric welding process and the doors re-fitted. The safety valves afterwards adjusted under steam as above noted.

The Donkey boiler with its mountings examined: 3 defective screw stays removed and the landing edges of the combustion chamber back plates built up by the Electric welding process. The safety valves afterwards adjusted under steam as above noted.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as far as (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. 0.11, B.&N.S. 0.11, or L.N.C. 0.11, 140 lb., F.D., &c.)

is now in good & safe working condition and eligible in my opinion to remain as classed and to have the notation of B.S. 3.18 made in the Register Book

Survey Fee (per Section 25) 2 0 0 Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 25) 0 0 0

Travelling Expenses (if chargeable) 0 0 0

Received by me, 13-5-18 14-5-18

W. Crave
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute TUE. 16 APR. 1918

Assigned Refered B.S. 3.18



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

If so, to be sent to Registrar.

Bd due 1.18. now held

It is submitted that
this record is payable for
THE RECORD. Bp 3.18.

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.

D.P.
13.4.18.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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