

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

No. 67857

THU. AUG. 19, 1915

(Received at London Office)

Date of writing Report 15th Aug 15 When landed in at Local Office 15th Aug 15 Port of Newcastle on Tyne  
 No. in Survey held at Shields Date, First Survey and Last Survey 12 Aug 1915  
2004 on the Machinery of the Wood Iron or Steel Stetten Master J. R. Rose  
 Gross 876 Vessel built at Glasgow By whom Barclay Curle & Co When 1884  
 Net 528 Engines made at Leith By whom Barthorns & Co When 1889  
 Registered 98 Boilers, when made (Main) 1889 (Donkey) 1889  
 use Power 1 Owners Leith Hull - Hamburg S.P. Co. Leith Voyage Leith  
 of Main Boilers 1 If Surveyed Afloat or in Dry Dock Dry Dock  
 of Donkey Boilers 1 (State name of Dock) Smiths Ship Dock  
 Steam Pressure in Main Boilers 150  
 in Donkey Boilers 50

Last Report No. Port

Particulars of Examination and Repairs (if any) Locking

(Periodical Surveys, when held, must be reported in detail and variation 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 summarized 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? ☒

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?

Is it fitted with continuous liner?

or two liners?

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?

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

Complete

On the propeller, aft end of stern post bush & rudder post bush & the Sea Cock fastenings.

General Observations, Opinion, and Recommendation: The machinery of this vessel so far as seen is now in good condition, and is in my opinion eligible to remain as classed with respect as recommended by the Surveyors Leith when the Survey on the hull is completed.

Survey Fee (per Section 80) £  
 Special Damage or Repair Fee (if any) (per Section 80.) £  
 Travelling Expenses (if chargeable) £

Fee applied for 10  
 Received by me, 10

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

Committee's Minute TUE. AUG. 24, 1915

Assigned



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 Foundation



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

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

