

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

(Received at London Office.)

MON. JUN. 2 - 1919

Date of writing Report *31st May 1919* When handed in at Local Office *31st May 1919* Port of *Barrow-in-Furness*
 No. in Survey held at *Barrow-in-Furness* Date, First Survey *1st April 1919* Last Survey *26th May 1919*
 Reg. Book. *on the Machinery of the Wood, Iron or Steel Barge "Creteguard"* Master *Terro-Concrete Ship Construction Co. Ltd.*
 Tonnage { Gross _____ Net _____ Vessel built at *Barrow-in-Furness* By whom *Terro-Concrete Ship Construction Co. Ltd.* When *1919*
 Registered { Horse Power _____ Engines made at _____ By whom _____ When _____
 No. of Main Boilers _____ Boilers, when made (Main) _____ (Donkey) _____
 No. of Donkey Boilers _____ Owners *The Shipping Controller Port London* Voyage _____
 Steam Pressure in Main Boilers _____ *Is Surveyed Afloat or in Dry Dock & On Stocks*
 in Donkey Boilers _____ (State name of Dock.) _____

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and seriatim 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.

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.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>Class Contemplated</i>		

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

Has shaft now fitted new?

Has it a continuous liner?

or two liners?

or is it without liners?

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

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

The Boiler described in Glasgow Report No 38081, attached hereto, has been efficiently fitted on board this vessel, & its safety valves have been adjusted under steam to 153 lbs per sq. inch - the thickness of adjusting washers being as follows: - For d 5/8" aft 2/32". An accumulation test was carried out on the safety valves & found satisfactory. Under a full head of steam the boiler was tight in all respects.

One general service pump 5 1/4" x 4 3/4" x 5", & one feed pump 3" x 2" x 3" have been fitted on board, tried under steam, & found satisfactory.

The Windlass & Steering Gear were tried under steam & found in order.

2 1/4" Bilge Suctions have been led from the Service pump to Nos 1 & 2 Holds, & to the Fore & Aft Peaks.

General Observations, Opinion, and Recommendation: - The Machinery of this Vessel, 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., E.D., &c.)
 has been efficiently fitted on board & found satisfactory, and is in my opinion eligible to be classed in the Register Book with the record + D.B. 5-19.

It is submitted that
 this vessel is eligible for
 THE RECORD. + D.B. 5-19 150 lbs
 Recd. 2/6/19

Fee (per Section 28) *£ 9.9.0*
 Damage or Repair Fee (if any) _____
 (per Section 28.) _____
 Printing Expenses (if chargeable) _____

Fees applied for
22nd May 1919
27/6/19
 Received by me,
see 1919

John Houston
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. JUN. 13. 1919*

TUE. 17. JUN. 1919

FRI. 20. JUN. 1919

signed

+ D.B. 5-19