Cpt. 9.

No. 82371.

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

Date of writing Report 17. 11. 1919 When handed in at Local Office 18 NOV 1919 19 (Received at London Office 18 NOV 1919)

Port of London

No. in Reg. Book. Survey held at Newburg Date, First Survey & Last Survey 14th Nov. 1919 (No. of Visits 1.)

on the Machinery of the Wood, Iron or Steel S.S. Erlugh Plenty Ingnis 2428 Master

Tonnage { Gross / Net

Registered Horse Power

No. of Main Boilers

No. of Donkey Boilers

Steam Pressure— in Main Boilers

in Donkey Boilers

Vessel built at Appledore By whom R Cock & Sons When (YEAR. MONTH.)

Engines made at Newburg By whom Plenty & Son Ld When 1919

Boilers, when made (Main) (Donkey)

Owners Port Voyage

If 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.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).

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.

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? ✠ below

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

In 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 the screw shaft now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

Has the 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?

What is the distance between lignum vitæ 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?

Examined 2 lengths main steam pipe about 5'-6" and 5'-6" long × 4" dia × No 9 Gauge and one length main feed pipe about 12'-0" long × 2" dia × No 11 Gauge & found them satisfactory. Also tested alone by hydraulic pressure to 360 lbs per sq inch & found them tight & sound. The alone pipes Copper. Their identification stamped on flanges TRB.

These engines are being fitted on board by Messrs R Cock & Sons at Appledore & which parts the pipes have been sent.

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., N.D., &c.)

Alone submitted for the Committee's information.

(per Section 28) £ : :

Damage or Repair Fee (if any) £ : :
(per Section 28.)

Expenses (if chargeable) £ 1 : 14 : 0

Fees applied for 18. 11. 1919.

Received by me, 20. 2. 1920 FHW

Thomas R Blackie
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 19 DEC. 1919

Send See minute on Lon 82297

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

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

Report to be forwarded to the Surveyors.

N.B.—If this Report is copied by Coyping 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.

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