

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

(Received at London Office THU. 28 DEC. 1916)

Date of writing Report 24th Nov. 1916 When handed in at Local Office 19 Port of Port Natal

No. in Survey held at Port Natal Date, First Survey 6th Nov. Last Survey 21st Nov. 1916

g. Book. 608 on the Machinery of the Wood, Iron or Steel Sc. Gr. "Linnere" Master J. Leggett

tonnage { Gross 1579 Vessel built at Port Glasgow By whom Murdoch & Murray Ltd When 1913 MONTH 3
 Net 853

Registered { 211 Engines made at Glasgow By whom Muir & Houston When 1913
 Horse Power { Two Boilers, when made (Main) 1913 (Donkey) 1913

No. of Main Boilers Two Owners Lever Bros. Ltd Port Manchester Voyage UK via W. Africa

No. of Donkey Boilers one If Surveyed Afloat or in Dry Dock Dry Dock
 Steam Pressure in Main Boilers 180 lbs (State name of Dock.) N.H.D. Pontoon.
 in Donkey Boilers 100 lbs

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>180 A1.</u>		<u>LMC</u>
<u>Shelter dk with freeboard 8.16.</u>		<u>3-13</u> <u>T59/14</u>

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) _____

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

1. 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?

2. Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Do. " Donkey " " " " "

3. If this was not done, state for what reasons? _____

4. Did what parts of the Boilers could not be thus thoroughly examined? _____

5. 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? _____

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

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

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

9. Did the Surveyor examine the drain plugs of the Main Boilers? _____, and of the Donkey Boiler? _____

10. Did the Surveyor examine all the mountings of the Main Boilers? _____, and of the Donkey Boiler? _____

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

12. Has shaft now been changed? If so, state reasons _____

13. Has the shaft now fitted new? Has it a continuous liner? _____ or two liners? _____ or is it without liners? _____

14. State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3/16"

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

While the "Linnere" was on the floating dock I examined the propellor and stern fastenings and the fastenings of the sea cocks and valves on the ship's skin. I found these parts in good condition. The Sail Shaft is down 3/16". It was not drawn in for examination.

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. 9.10, B.&M.S. 9.10, or L.M.C. 9.10, 140 lb., F.D., &c.)

I recommend that the machinery of the "Linnere" remain as at present in the Register Book but it should be examined during repairs to the bottom.

Survey Fee (per Section 28) fee charged to Hull
 Special Damage or Repair Fee (if any) (per Section 28.) _____
 Travelling Expenses (if chargeable) _____

Fees applied for _____
 Received by me, _____

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

Committee's Minute TUE JAN. 9--1917

FRI. SEP. 28 1917.



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

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

Screw shaft due 9.16 to
be surveyed at Liverpool
(Approved)

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 to
remain as Class B.D.

[Signature]

4.1.17

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation