

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

(Received at London Office) THU. 20 FEB. 1919

Date of writing Report 19th Feb^{ry} 1919. When handed in at Local Office 19th Feb^{ry} 1919 Port of Barrow-in-Furness

Survey held at Barrow-in-Furness Date, First Survey 15th July 1918. Last Survey 7th Feb^{ry} 1919
on the Machinery of the Ferro-Concrete Steamer "Armistice" Master J. S. Bowen

Vessel built at Barrow-in-Furness By whom Ferro-Concrete Ship Construction Co. When 1919-2
Engines made at North Shields By whom Shields Eng^{rs} D.D. Gold When 1917
Boilers, when made (Main) 1918. (Donkey)
Owners Ferro-Concrete Ship Construction Co. Ltd. Port London Voyage Londonderry.
If Surveyed Afloat or in Dry Dock Afloat on Stocks.

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 Allowed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
Class Contemplated.		

Particulars of Examination and Repairs (if any) First Entry

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use 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 sides 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.

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?

Was the Donkey boiler examined? If not, was not done, state for what reasons?

Were any parts of the Boilers could not be thus thoroughly examined?

Were any 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

Has the 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?

Is the Survey complete? State what arrangements have been made for its completion and what remains to be done? Complete.

The Engines detailed in Nuc. Rpt. No 40584, & the Boilers described in Mdb. Rpt. Nos 10050 + 10051, have been efficiently fitted on board this vessel. The safety valves have been adjusted under steam to their working pressure; the Machinery was tried in dock, & at sea under full power, & found satisfactory in all respects.

The necessary entries have been made in the reports quoted above, in connection with the fitting out.

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, E.&M.S. 9,11, or L.M.C. 9,11, 140 lb., E.D., &c.)

has been efficiently fitted on board, tried under working conditions & found satisfactory. In my opinion it is eligible to be classed in the Register Book with the notation + L.M.C 2-19.

Survey Fee (per Section 28)	£	Fees applied for	19
Special Damage or Repair Fee (if any) (per Section 28.)	£	Received by me,	19
Travelling Expenses (if chargeable)	£		

Committee's Minute FRI. - 7 MAR. 1919
Assigned + Lmb. 2.19

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



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

Is a Certificate required? If so, to be sent to Barrow-in-Furness.

comment on First Entry. Rph.

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.

JWD
24/2/19

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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