

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

(Received at London Office TUE. MAY. 11 1920)

Writing Report May 5<sup>th</sup> 1920 When handed in at Local Office 10 Port of Southampton

Survey held at Southampton Date, First Survey Jan 1<sup>st</sup> Last Survey May 1<sup>st</sup> 1920  
on the Machinery of the Wood, Iron or Steel S. J. Wetherill or "Kildonan" Master (No. of Visits 9)

Gross 503 Net            Vessel built at Silly By whom Cochrane & Sons Ltd When 1918 YEAR. MONTH 9  
Engines made at Hull By whom Chas. DeHollander & Co Ltd When 1918  
Boilers, when made (Main) 1918 (Donkey) Cochrane & Sons Ltd  
Main Boilers one Owners Marlborough Steamship Co Ltd Port Southampton Voyage Coasting  
Donkey Boilers one If Surveyed Afloat or in Dry Dock Thorny Croft Slipway  
Pressure in Boilers 200 lbs (State name of Dock.)

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

CHARACTER, &c. for Special Survey. Date of last Survey and of Periodical Surveys.	Year and Month when last surveyed.	Machinery and Boiler Surveys (including date of N.E., if any).
<u>+ 100 A. 1.</u>		<u>+ LMC 10-18</u>

Report No.            Port             
Particulars of Examination and Repairs (if any) Alterations - N.D.B.

Special Surveys, when held, must be reported in detail and certaintly in the forms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on machinery (the cause of which must be stated) should be separated from repairs due to other causes; and repairs detailed in the body of the report, should be briefly summarized at the end of the report. State also the 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 not?            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? no

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? no 1<sup>st</sup> Entry Rept No 39393 Plymouth

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? no To what pressure were they afterwards adjusted under steam? not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 100 lbs

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? no and of the Donkey Boiler? yes

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? no and of the Donkey Boiler? yes

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 screw shaft now been changed?            If so, state reasons           

Has the screw shaft now been fitted new?            Has it a continuous liner?            or two liners?            or is it without liners?           

What is the distance between lignum vite of stern bush and top of after bearing of screw shaft? 7/16"

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

Forward boiler taken out of vessel and aft boiler (No 5296) shifted aft 3 frame spaces, boiler stools removed and boiler apparently fastened in new position; steam pipes altered to suit new position and tested to 600 lbs per sq inch hydrostatically

Propeller and sea cock connections examined

The machinery has been tried under working conditions and found satisfactory

A Cochrane donkey boiler has been fitted on board and the safety valves adjusted under steam to 100 lbs per sq inch and worked satisfactorily. V.S Ring thickness P 1/16" - S 1/16"

Identification mark NO 14994  
on donkey boiler LOYDS TEST  
200 lbs  
W.P. 100 lbs  
P.M.C. 21-11-19

General Observations, Opinion, and Recommendation: This vessel's machinery is now in good order. No 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.S. 9.11, or E.M.C. 9.11, 100 lb., E.D., &c.)  
It is my opinion, to be returned as closed with record of N.D.B 4-20

Fee (per Section 26)            Fees applied for             
Special Damage or Repair Fee (if any) 7.7 (per Section 26.)             
Selling Expenses (if chargeable)            Received by me,           

Committee's Minute            FRI. MAY. 14 1920  
Assigned            N.D.B 20  
Note records CERTIFICATE WATTER

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Engineer Surveyor to Lloyd's Register of Shipping.  
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The main boiler removed from  
the vessel & a new donkey boiler  
fitted.

N.B. - If this Report is copied by Copping 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 eligible for  
THE RECORD NDB 20

Main B. pres. 20.0th 100th.

T 3 Cy 16. 26. 44. 26

ISB. 3 cf. HS 1834.

F.D. GS 51. (S)

132 NHP.

JWD.  
14/5/20

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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