

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

(Received at London Office TUE 27 MAR 1917)

Date of writing Report 12-3-17 When handed in at Local Office 12-3-17 Port of Middlesbrough

No. in Reg. Book Survey held at Middlesbrough Date, First Survey 4 Last Survey 5th March 1917 (No. of Visits one)

Suppon the Machinery of the Wood, Iron or Steel Twin S.S. "Dequessa" Master

Tonnage Gross 8500 Net Vessel built at W. Hartlepool By whom Furness, B. & B. S. S. Ld. When

Registered Horse Power Engines made at Hartlepool By whom Richardson, Welford & Co. When

No. of Main Boilers Boilers, when made (Main) (Donkey)

No. of Donkey Boilers Owners Furness, Boulder & Argentine Lines Port London Voyage

Steam Pressure in Main Boilers X Surveyed Afloat or in Dry Dock Smith's Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

in Donkey Boilers Last Report No. Port Particulars of Examination and Repairs (if any) Condition #100 A1 Shelter dk (Class contemplated)

(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? 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? No Is it fitted with continuous liner? or two liners? or is it without liners?

Has 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?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Both 1/32"

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

Now done:- Propellers, stern bushes, & sea connection fastenings exam'd & found good.

RETAIN

General Observations, Opinion, and Recommendation:— This is sent for the information of the Committee

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

Signature of Engineer Surveyor

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Assigned See fe. rpt attached



W383-0109