

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

MON. 20 MAR. 1916

(Received at London Office)

Date of writing Report 8/3 / 1916 When handed in at Local Office 19 Port of Alexandria

No. in Reg. Book 1515 Survey held at Alexandria Date, First Survey 15 Feb Last Survey 2 March 1916

on the Machinery of the Wood, Iron or Steel Sc Sr "Moorgate" Master H.W. FOLEY

Tonnage { Gross 3813 Net 2433 Vessel built at Sunderland By whom J.L. Thompson Ltd When 1907 8th

Registered Horse Power 350 Engines made at Sunderland By whom J. Dickinson Sons When 1907

No. of Main Boilers 2 Boilers, when made (Main) 1907 (Donkey) 1907

No. of Donkey Boilers 1 Owners H.W. Dellow & Sons Port Gubbari Voyage

Steam Pressure— in Main Boilers 180 If Surveyed Afloat or in Dry Dock Both Gubbari (State name of Dock.)

in Donkey Boilers 90

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) L.M.C.

(Periodical Surveys, when held, must be reported in detail and serially 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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
SS Ant No 1-11		+ L.M.C. 10-11
+ 100 A 1 9.14		BS 11.13
		T.S.S. 9.14

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? yes

Do. " Donkey " " " yes

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? yes To what pressure were they afterwards adjusted under steam? 180

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 90

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

Did the Surveyor examine the drain plugs of the Main Boilers? No plugs, and of the Donkey Boiler? No plugs

Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boiler? yes

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes or two liners? _____ or is it without liners? _____

Has 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? _____

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

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

Examined Main and donkey boilers internally & externally, with safety valves, stop valves & all mountings, doors & fastenings & found all in good condition

Afterwards adjusted the safety valves of the boilers when under steam, the main boilers to 180 lbs. & the donkey boiler to 90 lbs per square inch.

Tail shaft drawn in & examined & found in good condition. Stern tube, good sea connection all good. Examined all cylinders, pistons, slide valves & cylinder face & piston valves, Crank & tunnel shafting, Main bearings, top & bottom ends & brasses of the Main Motion, pumps, bearings & saw it tested & small gear & auxiliary engine with coils, pumps etc & found all in good condition.

The donkey pumps have been refitted throughout. The Main steam pipes have been annealed.

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., F.D., &c.)

The engines & boilers of this vessel now in good & efficient condition. In my opinion fit to remain as classed, with fresh record of **L.M.C. 2.16.** and Tail shaft **2.16.**

Fee (per Section 29) £ 11: 11: 0

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

Traveling Expenses (if chargeable) £ : 10: 0

Fees applied for 5/3/1916

Received by me, J. Roberts 29.3.16

Committee's Minute _____ FRI. 24 MAR. 1916

Assigned + L.M.C. 3.16 _____ TUES. 3 MAY. 1916

CERTIFICATE WRITER

J. Roberts
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W726-0115

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

L. S. No 2 due 8.15 now held.

It is submitted that
this vessel is eligible for

THE RECORD + LMC 3. 16.

52.16.

AWD
27/3/16

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



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