

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

(Received at London Office)

JAN. 1917

Date of writing Report 23<sup>rd</sup> Jan 1917 When handed in at Local Office 24<sup>th</sup> Jan 1917 Port of CARDIFF  
 No. in Reg. Book Survey held at Cardiff Date, First Survey 13<sup>th</sup> Jan 1917 Last Survey 19<sup>th</sup> Jan 1917  
1917 on the Machinery of the Wood, Iron or Steel Sc. Sr. Steelville Master YEAR. MONTH.  
 Tonnage Gross 3649 Vessel built at By whom When 1915 8  
 Net 2342 Engines made at So Shields By whom J. Readhead & Sons When 1915  
 Registered 324 Boilers, when made (Main) 1915 (Donkey) 1915  
 Horse Power 2 Owners Ville S. S. Co. Ltd. Port N. Shields Voyage admiralty  
 No. of Main Boilers 2 (Balls + Stansfield Agn.) If Surveyed Afloat or in Dry Dock Channel  
 No. of Donkey Boilers 1 Owners Ville S. S. Co. Ltd. Port N. Shields Voyage admiralty  
 Steam Pressure in Main Boilers 180 lbs in Donkey Boilers 90 lbs

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

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B. if any).
<u>100 A1</u> <u>8-15-17</u>		<u>L.M.B.</u> <u>8-15</u>

Last Report No. PortParticulars of Examination and Repairs (if any) Screw Shaft

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.

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? Yes Is it fitted with continuous liner? Yes or two liners? ✓ or is it without liners? ✓Has shaft now been changed? No 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? Lower half of bush rewoodedIf the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Survey complete

Examined propeller, screw shaft, stern bush, and fastenings of the sea connections, and found or made good as under.  
 Propeller key slack, and abraded, new key fitted.  
 Propeller adrift, dressed, and refitted to shaft.  
 Screw shaft core cut, dressed and refitted to propeller.  
 Coupling bolts adrift, coupling faces dressed, holes rimed out and new bolts fitted.

General Observations, Opinion, and Recommendation:— The machinery of this

(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, R.S. 5.11, R.M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

vessel as far as seen is in good condition and eligible in my opinion to remain as classed, and to have record of survey L.S. 1-17 in Register Book.

Survey Fee (per Section 88) £ 2 : 2  
 Special Damage or Repair Fee (if any) (per Section 88.) £ 2 : 2  
 Travelling Expenses (if chargeable) £

Fees applied for

25 Jan 1917

Received by me,

8/2/17 10 9/2/17

James Barclay  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. JAN. 30, 1917

Assigned

As amt.

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Lloyd's Register  
 757-0062



Form Sheet examined -

It is submitted that  
this vessel is eligible to  
remain as **CLASSED**.

M.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.

S.I.M.

26-1-17

PAID

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation