

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

(Received at London Office)

WED. 3 JAN. 1917

Date of writing Report 27/1 1917 When handed in at Local Office 19 Port of NEWPORT, MON.

No. in Reg. Book 626 Survey held at NEWPORT, MON. Date First Survey 4 Last Survey 27 Jan 1917

on the Machinery of the Wood Iron or Steel S/S Nordpol Master Brut. Juv. Espanda

Tonnage Gross 2129 Net 1336 Vessel built at Bain By whom Brut. Juv. Espanda When 1903

Registered Horse Power 184 Engines made at W. Salford By whom Brut. Juv. Espanda When 1903

No. of Main Boilers 2 Boilers, when made (Main) 1903 (Donkey) 1903

No. of Donkey Boilers 1 Owners H. & G. Linnam Port Christiana Voyage

Steam Pressure in Main Boilers 165 If Surveyed Afloat or in Dry Dock Afloat Afloat

in Donkey Boilers 70 Particulars of Classification

Last Report No. 18709 Port RptParticulars of Examination and Repairs (if any) R 13.5

(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?

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?

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

To complete the survey all B.S. requirements remain to be held. The master states that vessel present charter repairs in June when the vessel returns to Norway & S/S No 3 held. Vessel is at present on time charter for the French Government

Donkey boiler fire box examined & lower part found bulged in places due to deposit & overheating of plates (vertical cross tube boiler). Two screw stays previously fitted in two bulges were found drawn. These have now been removed. Main boilers examined under steam & found in order

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. 0.11, R. & M.S. 0.11, or L.M.C. 0.11, 140 lb., F.E., &c.)

as far as seen is in an efficient condition & eligible to remain as classed without Fresh Record & subject to Donkey boiler not being used again until repaired

Survey Fee (per Section 25) £ 1 0 0 Fee applied for 30 Jan 1917

Special Damage or Repair Fee (if any) £ 0 12 6

Travelling Expenses (if chargeable) £ 7 2 0 Received by me, 8/2/17

Committee's Minute 2 FEB. 1917

Assigned

TUE - 31 JAN 1917  
FRI - SEP 21 1917

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

Insert Character of Ship and Machinery

2500-0052



French Government Service

DB found defective + put out of use

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.

LS 103 due 6.15 Bt due 9.16

Screw shaft due 11.16.

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

Subject to the DB not being  
used until repaired  
+ satisfactorily reported  
upon

J. J.  
15.2.14

14 Nov 1914

Report as

last Registe

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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