

Range of boiler 283
Pitch of rivets 268
167

July, 1917

was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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? 165 lbs.

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? Yes, 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? Yes, and of the Donkey Boiler?

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

Has the propeller shaft now been changed? Yes If so, state reasons Wasted at liner ends

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

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Close (Rewooded)

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

Ship placed in dry dock, propeller and sea cock fastenings examined. Propeller shaft drawn, new propeller shaft now fitted, mark LLOYDS No. 5857 T.W.F. 14-6-17 Old shaft on board as spare. Stern bush rewooded.

M.C. Crank, thrust and intermediate shafting, cylinders, pistons valves, sea cocks and valves, tank and bilge valves, aux. and main pumps, have been examined. Main steam pipes examined and tested to 330 lbs.; condenser examined and tested. Main boiler with their safety valves and mountings have been examined. New donkey boiler has now been fitted. Mark LLOYDS TEST 200 lbs. No. 18870 N.H.C. 11-7-17 Old boiler put ashore. Main and donkey boiler safety valves adjusted under steam to 165 and 100 lbs. respectively.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is, as far as seen in good condition, and is eligible in my opinion to remain as classed, with fresh record of + L.M.C. 9. 14 - T.S. N. 9. 14 and N.D.B. 9. 14.

Fee (per Section 28) £ 4 10 0
 D.B. 1 0 0
 Special Damage or Repair Fee (if any) £
 (per Section 28)
 Voluntary Expenses (if chargeable) £

Fees applied for 4th Sept. 1917
 Received by me, 11th Sept. 1917

Thomas W.C. Napier
 Frederick Stephens
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. SEP. 21 1917.
 Signed L.M.C. 9. 14
 T.S. N. 9. 14
 N.D.B. 9. 14
 copy 29. 11. 17
 note D.B. min.

Lloyd's Register Foundation
 W812 - 0039

Is a Certificate required? If so, to be sent to

LS No 3 due 6.15 & Blue 4.18
how held

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 th

DB & screw kept renewed. etc.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 9.17.

NS 9.17. NDB 17.

without restrictions.
re DB.

Note DB pressure
100 lbs

E.H.
18.9.17.

Thomas M. C. Napier

Bottom wrapper piece.
Both main boilers tested by pressure to 190 lbs.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

