

ers made at

RTICAL

Ann

draulic
valve

declin

the Surveyor pe

July, 191

Range of tonnage
283
Pitch of rivets 268
167

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
veyor to assure himself of the thorough efficiency of those parts of each Boiler?

Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

165 lbs.

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

100 lbs.

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

screw shaft now been drawn and examined?

Is it fitted with continuous liner?

or two liners?

or is it without liners?

shaft now been changed?

If so, state reasons

Wasted at liner ends

shaft now fitted new?

Has it a continuous liner?

or two liners?

or is it without liners?

the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

Close (Rewooded)

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

el placed in dry dock, propeller and sea cock fastenings examined.

propeller shaft drawn. new propeller shaft now fitted. Mark
on board as spare. Stern bush rewooded.

LLOYDS
No. 5857
T.W.F. 14.6.14

Old shaft

M.C. Crank, thrust and intermediate shafting, cylinders, pistons valves, sea
cks and valves, tank and bilge valves, aux. and main pumps, have been exam-
in steam pipes examined and tested to 330 lbs. condenser examined and tested.
ain boilers with their safety valves and mountings have been examined.
new donkey boiler has now been fitted. Mark Old boiler put ashore.
in and donkey boiler safety valves adjusted under steam to 165 and 100 lbs. respectively

LLOYDS TEST
200 lbs.
No. 13870
W.H.C. 11.7.17

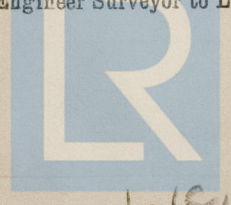
General Observations, Opinion, and Recommendation:—The machinery of this vessel is, as far as
ate clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also
any alteration required to be 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 S.I.M.C. 9, 11,
140 lb., F.D., &c.)

seen in good condition, and is eligible in my opinion to remain as classed, with fresh
ord of + L.M.C. 9. 14 — T.S. N. 9. 14 and N.D.B. 9. 14.

Key Fee (per Section 28) £ 4 10 0
D.B. 1 0 0
Fees applied for 7th Sept. 1914
Special Damage or Repair Fee (if any) £
Per Section 28
Volling Expenses (if chargeable) £
Received by me, 11th Sept. 1914

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
copy 29.11.17
W.H.C. 11.7.17
N.D.B. 14



Lloyd's Register
Foundation

W812 - 0039

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

LS No 3 due 6.15 & B due 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 the

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 pneumatic pressure to 190 lbs.