

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

(Received at London Office SAT. 22 SEP. 1917)

Date of writing Report 19 SEP 1917 When handed in at Local Office 19 SEP 1917 Port of LIVERPOOL

No. in Reg. Book. 763 Survey held at Liverpool Date, First Survey + Last Survey Sept 15 1917
 on the Machinery of the Wood, Iron or Steel S.S. Nuceria (No. of Vents 1)
 Tonnage { Gross 4702 Vessel built at Swanland By whom J. L. Thompson & Sons When 1914-3
 Net 2872 Engines made at " By whom J. Dickenson & Sons When 1914
 Registered Horse Power 390 Boilers, when made (Main) 1914 (Donkey) —
 No. of Main Boilers 3 Owners International Line S.S. Co Port Whitby Voyage —
 No. of Donkey Boilers — If Surveyed Afloat or in Dry Dock Dry dock
 Steam Pressure— in Main Boilers 180 (State name of Dock.) Herculanum
 in Donkey Boilers —

Last Report No. — Port —
 Particulars of Examination and Repairs (if any) Docking

(Periodical Surveys, when held, must be reported in detail and scrutiny 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.	Years Assigned now or expired.	Machinery and Boilers Surveyed (including date of N.B.S.)
<u>+ 100 A1</u> <u>7.16</u>		<u>+ LMC</u> <u>T.S. 4.16</u>

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 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? no Is it fitted with continuous liner? — or two liners? — or is it without liners? —

Has shaft now been changed? no If so, state reasons —

Is the shaft now fitted new? no Has it a continuous liner? — or two liners? — or is it without liners? —

State the distance between lignum vite of stern bush and top of after bearing of screw shaft? 1/8

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete
Vessel placed in dry dock. Propeller - outer end of screw bush & outer fastenings of sea connections examined & found good

General Observations, Opinion, and Recommendation:— This vessels machinery as
(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 the survey, and any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, R.S. 9,11, E.M.S. 9,11, or E.L.M.C. 140 lb., F.D., &c.)
as seen is in good & sea worthy condition & worthy to remain as classed

Survey Fee (per Section 28) £ Fees applied for 19
 Special Damage or Repair Fee (if any) (per Section 28.) £ Received by me, 19
 Travelling Expenses (if chargeable) £

Committee's Minute LIVERPOOL 21 SEP 1917
 Assigned as now

J. W. Smith
 Engineer Surveyor to Lloyd's Register of Shipping.



IF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

is liable to
as CLASSED.

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 the other side.

J.P.
24.9.17.

Handwritten notes in the left margin, including a vertical list of numbers and some illegible text.

Handwritten notes in the center margin, including a vertical list of numbers and some illegible text.

Handwritten notes in the right margin, including a vertical list of numbers and some illegible text.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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