

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

(Received at London Office)

Date of writing Report June 4th 1915 When handed in at Local Office Port of Barry

No. in Reg. Book 2 Survey held at Barry Date, First Survey June 1915 Last Survey June 1915 (No. of Visits one)

Supp. on the Machinery of the Wood, Iron or Steel S/S LINKMOOR Master W. J. Readhead Smith YEAR. MONTH. When 1914-5

Tonnage { Gross 4306 Vessel built at South Shields By whom J. Readhead Smith When 5
 Net 2746 Engines made at B. By whom J. When 5

Registered Horse Power 386 Boilers, when made (Main) 1914 (Donkey) 1914

No. of Main Boilers 2 Owners Iron Line Ltd. (W. P. R. & Co.) Port London Voyage Barry

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Barry Graving Sh. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 180 in Donkey Boilers 100

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Docking

Periodical Surveys, when held, must be reported in detail and seriatim 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? No.

Do. " Donkey " " " No.

If this was not done, state for what reasons? Not an iron survey

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? ✓

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

Kessel plates in dry dock. Propeller, stern bush examined. Propeller shaft (cont. liner) drawn. Found in good condition.

Propeller shaft (cont. liner) drawn. Found in good condition.

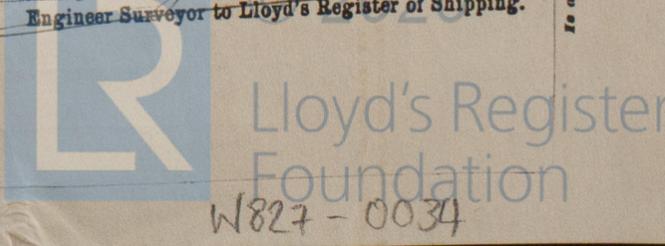
General Observations, Opinion, and Recommendation:— The machinery of this vessel
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9, 11, B.&N.S. 9, 11, or L.M. C. 9, 11 140 lb., F.D., &c.)
so far as now seen is in good working condition, except in my opinion to remain as classed. It has used of shaft seen 6-15 in the Register Book.

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

John W. Gwynne
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____ FRI. JUN. 11. 1915

Assigned as now



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Insert Character of Ship and Machinery precisely as in the Register Book.

In a Certificate required. If so, to be sent to

Star Ship Star

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

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.

S. 6. 15

P. S.

8. 6. 15

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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