

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

(Received at London Office

WED. MAR. 31 1915

Date of writing Report 29th March 1915 When handed in at Local Office 29th March 1915 Port of NEWCASTLE-ON-TYNE  
 No. in Reg. Book 561 Survey held at Shields Date, First Survey Mar 18 Last Survey Mar 26 1915  
 on the Machinery of the Wood, Iron or Steel Mar 18 Master J. P. ...  
 Tonnage { Gross 413 Net 168 Vessel built at Abydeen By whom Duthie & Co. Ltd When 1906 10  
 Registered Horse Power 70 Engines made at Glasgow By whom H. V. Hedgerwood When 1906  
 No. of Main Boilers 1 Boilers, when made (Main) 1906 (Donkey) 1906  
 No. of Donkey Boilers 1 Owners H. Carter Shipping Co. Port Abydeen Voyage Coasting  
 Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Dry Dock  
 in Donkey Boilers 100 (State name of Dock.) Smiths High Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. \_\_\_\_\_ Port Damage, Docking, BS  
 Particulars of Examination and Repairs (if any) \_\_\_\_\_

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned or not assigned.	Machinery and Boiler Surveys (including date of N.B., if any).
100 AL	7-14	L M L
W. A. M. 11-11		BS 3-14
		MS 7-14
		T 4-14

Periodical Surveys, when held, must be reported in detail and scribble 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. Not required Was a damage report made by anyone else? If so, by whom? H. Hart & Co. for Underwriters

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes  
 Do. " Donkey " " " Yes

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? Yes To what pressure were they afterwards adjusted under steam? 185 lbs per sq. in.  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lbs per sq. in.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? Yes  
 Did the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boiler? None

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? Yes  
 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 New lignum vitae now fitted.  
 If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Completely

For Damage stated to have been caused through grounding on the 20th January 1915.

Examined the propeller shaft, propeller, stern bush & the sea cock fastenings. As three propeller blades were broken & the lower on shaft worn out of truth. The lower has been skinned up in lathe and the stern bush re rounded, and a new propeller fitted.

On the main & donkey boilers, their safety valves & mountings. Repairing carried out. a crack in the uptake of the Donkey Boiler and the baby parts of the front end beam at bottom of the main boiler now made good by arc welding.

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.&M.S. 9,11, or L.M. 1, 9,11 14/10, F.D., &c.)  
so far as seen, is now in good condition and is in my opinion eligible to remain as classed in the register book with fresh record B.S. 3-15 and propeller shaft seen 3-15

Survey Fee (per Section 25) £ 1 : 10 : 0 Fees applied for MAR 30 1915  
 Special Damage or Repair Fee (if any) (per Section 25.) £ 1 : 1 : 0  
 Travelling Expenses (if chargeable) £ Received by me, 3 Apr 1915

George Murdoch  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED. APR -7-1915  
 Signed BS 3-15



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

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

BS Dec 3. 15 low head

Grounding damage

Propeller renewed & shaft

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.

Read.  
It is submitted that  
this vessel is eligible for  
THE RECORD.

BS 3.15

S 3.15

S.P.

1.4.15

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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