

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

No. 67345

(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. Rie  
Tonnage { Gross 413 Vessel built at Aberdeen By whom Arthur Long & Co When 1906 10  
Net 168 Engines made at Glasgow By whom H. V. V. Liddell & Co When 1906  
Registered Horse Power 70 Boilers, when made (Main) 1906 (Donkey) 1906  
No. of Main Boilers 1 Owners H. Carter Shipping Co Port Aberdeen Voyage Coasting  
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Dry Dock  
Steam Pressure in Main Boilers 180 (State name of Dock.) Smiths Dry Dock  
in Donkey Boilers 100

Last Report No. Port Damage  
Particulars of Examination and Repairs (if any) Boiler No. 38 100 A1  
7.14  
W. H. M. 11

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? None  
And what parts of the Boilers could not be thus thoroughly examined? None

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? None

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

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 liner on shaft worn out of truth. The liner has been skinned up in lathe and the stern bush re rounded, and a new propeller fitted.

And the main & donkey Boilers, their safety valves & mountings. Repairing carried out. a crack in the uptake of the Donkey Boiler and the leaky parts of the front end seam 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 14910, 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 run 3.15

Survey Fee (per Section 25) £ 1 : 10 : 0 Fee applied for Mar 30 1915  
Special Damage or Repair Fee (if any) £ 1 : 1 : 0  
(per Section 25.)  
Travelling Expenses (if chargeable) £ :  
Received by me, George Murdoch 13  
1915 6/4/15  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED. APR. 7. 1915  
Signed B.S. 3.15  
Lloyd's Register Foundation  
W839-0091



BS due 3.15 100 held

Grounding damage

Propeller renewed & shaft

Revised

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

BS 3.15

S 3.15

S.P.

1.4.15

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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