

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

(Received at London Office SAT. 13 JUL. 1918)

Date of writing Report _____ When handed in at Local Office 12th July 1918 Port of Barry

No. in Reg. Book. 84 Survey held at Barry Date First Survey _____ Last Survey 24th June 1918
 on the Machinery of the Wood Iron or Steel S. S. Madras Master _____
 Tonnage { Gross 2244 Vessel built at Sunderland By whom Roburne, Graham & Co. When 1916-1
 Net 1328 Engines made at - do - By whom G. Clark Ltd. When 1916
 Registered Horse Power 243 Boilers, when made (Main) _____
 No. of Main Boilers 2 Owners Madras, Madras & Co. Ltd. Port Newport Voyage _____
 No. of Donkey Boilers _____
 Steam Pressure in Main Boilers 180 lbs Surveyed Afloat or in Dry Dock Graving Dock
 in Donkey Boilers 90 lbs (State name of Dock.) _____

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Nothing

(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.)

CHARACTER. <input checked="" type="checkbox"/> for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned for next survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>* 100A</u> <u>7.14</u>		<u>* L.T.C. 1.16</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 were declined? Was a damage report made by anyone else? If so, by whom? No

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 due

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? Yes or two liners? _____ or is it without liners? _____

Has shaft now been changed? 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? 1/8 bare

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

Vessel placed in dry dock, propeller fastenings & sea connections in order.

General Observations, Opinion, and Recommendation: *The machinery of this vessel so far as seen is in safe working condition and eligible in my opinion to remain as classed without fresh record.*

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

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

Committee's Minute TUE JUL 23 1918
 Signed *As now*



THE SURVEYORS ARE REQUIRED NOT TO WRITE

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

If so, to be sent to

It is submitted that
this vessel is eligible to
remain 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 cause it to show through to the other side.

W.
16.7.18.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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