

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

(Received at London Office 15 MAY 1918)

Date of writing Report 14th May 1918 When handed in at Local Office 15 MAY 1918 in Port of London

No. in Reg. Book 973 Survey held at London Date, First Survey 26th April Last Survey 13th May 1918

on the Machinery of the Wood, Iron or Steel 5th Merionethshire (No. of Visits 9)
 Tonnage { Gross 4308 Net 2686 Vessel built at Sunderland By whom Bartram & Sons Ltd Master G. P. Matthews
 Registered Horse Power 401 Engines made at Sunderland By whom Dickinson & Sons Ltd When 1913-10
 No. of Main Boilers 3 Boilers, when made (Main) 1913 (Donkey) - When 1913-10
 No. of Donkey Boilers - Owners Royal Mail Steam Packet Co Port London Voyage -
 Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock (State name of Dock.)
 in Donkey Boilers -

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned and when expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A.1.</u>		<u>L.M.C. 10, 13</u>
<u>Shelter dk with foreboard 3.17</u>		<u>T.S. 12, 17</u>

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) L.M.C.

(Periodical surveys, when held, must be reported in detail and serially 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? Yes
 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? yes. 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? yes, 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? yes, 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? ✓ 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

Sa Manchester Report No 4024
Now done: Examined H.P. M.P. & L.P. cylinders, pistons & valves crank, thrust & tunnel shafting, condenser pumps, arrangements of cocks, pipes, bilge suction & hoses.

Repairs M.P. cylinder valve face & valve planed up & refitted. Main condenser tubes cleared by passing rod through them

Boilers: Examined the 3 main boilers in their entirety and adjusted their safety valves under steam as above

Repairs End shell plates of port & starboard boilers in way of main check valve internal feed pipes built up by the Electric Arc process where wasted

General Observations, Opinion, and Recommendation:—The machinery of this vessel is now in good condition and in my opinion eligible to remain as classed have fresh record of L.M.C. 5, 18

Survey Fee (per Section 25)..... £ 5. 10. 0 Fees applied for 15 MAY 1918
 Special Damage or Repair Fee (if any)..... £ ✓
 Travelling Expenses (if chargeable)..... £ ✓ Received by me, 27.7.18 J.S.W.

Committee's Minute WED. 22 MAY 1918
 Assigned L.M.C. 5:18

John S Gordon
 Engineer Surveyor to Lloyd's Register of Shipping.
H. H. Ashby

