

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

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

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

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) 1913-10

No. of Donkey Boilers 1 Owners Royal Mail Steam Packet Co Port London Voyage 1

Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock (State name of Dock.)

in Donkey Boilers ✓

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

See 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

(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, No. 9, 11, H.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

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

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable) £

Fees applied for

15 MAY 1918

Received by me,

27.7.1918

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. Ashton

Lloyd's Register
Foundation

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.

+ LMC 5-18

[Faint handwritten notes:]
D.H.
May 5. 18.
[illegible]

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[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.