

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

(Received at London Office)

THU. 31 MAY. 1917

Date of writing Report 29th May 1917 When handed in at Local Office 29 May 1917 Port of CARDIFF
 No. in Survey held at Cardiff Date, First Survey 16th May Last Survey 22 May 1917
 (No. of Visits 8)
 1. Sup on the Machinery of the Wood, Iron or Steel S.S. "Merioneth" Master
 Tonnage Gross 3004 Vessel built at W. Hartlepool By whom W. Gray & Co. Ltd When 1916-5
 Net 1854 Engines made at " By whom Ben. Mar. Eng. Wk. When 1916
 Registered Horse Power 288 Boilers, when made (Main) 1916 (Donkey) 1916
 No. of Main Boilers 2 Owners Harrigate & Co. (Jenkins) Bar Port Cardiff Voyage White Sea.
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Ugro
 Steam Pressure in Main Boilers 180 lb (State name of Dock.) Mercantile Portloou
 in Donkey Boilers 100 lb

Last Report No. Port DamageParticulars of Examination and Repairs (if any) General Exam. for

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.

On 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? Yes Report made Was a damage report made by anyone else? If so, by whom? the undersigned.

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

Do. " Donkey " " " " No

Was this not done, state for what reasons? Donkey Boiler under steam

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? No

To what pressure were they afterwards adjusted under steam? Not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? No

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? Yes

, and of the Donkey Boiler? "

Did the Surveyor examine all the mountings of the Main Boilers? Yes

Examination

, and of the Donkey Boiler? "

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

Has 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? Lower half of Stern Bush. renewed.

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

Examination made on account of the vessel grounding on Rosneath Shoal on the 11th May 1917, & also in compliance with the Secretary's letter, S. dated 16th May 1917.

Cylinders, pistons, slide valves and casings, Crank, Thrust and Tunnel shafting and bearings, Pumps, Condenser, Steering Engine, Auxiliaries, Windlows, Sea cocks, valves and sea fastenings, Propellers, & Stern Bush.

Propeller Shaft - Drawn in and examined. Found the brass liner in shaft badly scored & torn in way of neck ring and neck ring fractured. The Stern gland broken and temporarily repaired. The shaft has now been put in the lathes & liner skinned up. A new neck bush & gland fitted and shaft refitted.

General Observations, Opinion, and Recommendation: The machinery of the
 (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, R.S. 0.11, A.&M.S. 0.11, or L.M.C. 0.11, 140 lb., F.D., &c.)

Above vessel as far as now seen, is in a good & safe working condition eligible, in my opinion to remain as classed in the Register Book.

Special Exam. (Machinery of Shipping) 8. 8. 0 Fees applied for
 Survey Fee (per Section 25) 5. 5. 0 30 May 1917
 Special Damage or Repair Fee (if any) "
 (per Section 25.) "
 Travelling Expenses (if chargeable) "

Received by me, 22/6/17

Committee's Minute

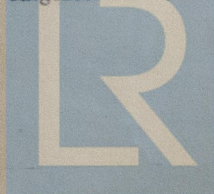
TUE. 5-JUN. 1917

Assigned

As now

L. Burn.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W853-0185

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

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

S.S. Merioneth

The lower half of Stern Bush. rewooded.

Bilge Pumps - The adjusting Stops on Valve chest doors found badly worn. have had new doors with Stops fitted.

Main Bilers - Examined both main Bilers internally and externally over all parts and found in good condition. Mountings examined externally & found in order.

The Donkey Boiler examined under Steam and found satisfactory.

Equipment of Engine room examined & found in order.

L. Burn.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Machinery and Throughout
for Foundry Damage

Repair noted.

It is noted that
this need be able to
remain as CLASSED.

5519

2/16/19



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