

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

REC'D. 12 APR. 1916

Date of writing Report March 16<sup>th</sup> 1916 When handed in at Local Office March 16<sup>th</sup> 1916 Port of New York

Survey held at Brooklyn Date, First Survey Sp. Anniversary Last Survey Mar. 15 1916

on the Machinery of the Wood, Iron or Steel Sp. Anniversary Master Donkey

Gross 4309 Net 2687 Vessel built at Sturdevant By whom Barbican Boat Co When 1914-4  
Engines made at Sturdevant By whom Dickinson Boat Co When 1914-4  
Boilers, when made (Main) 1914 Port London Voyage Home  
Boilers 3 Owners Cambrian Ste. Nav. Co Ltd  
If Surveyed Afloat or in Dry Dock The Basin

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

CHARACTER.	Year Assigned and Survey	Machinery and Boiler Survey
<input checked="" type="checkbox"/> 100 A.1. Shell with pressure 10-15		<input checked="" type="checkbox"/> L.M.C. 4-14
		<input checked="" type="checkbox"/> T.S. 10-14

Report No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) Docking

Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and any detailed in the body of the report, should be briefly summarized at the end of the report. State also the initials of any letters respecting this case.

In 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 not. Was a damage report made by anyone else? If so, by whom? No

Did you personally go inside each Main Boiler separately and make a thorough examination at this time? No

Not done, state for what reasons? Donkey " not due for survey "

Parts of the Boilers could not be thus thoroughly examined? Yes

Special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of these parts of each Boiler? Yes

Did you examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Yes

Did you examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? Yes

Did you examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boiler? Yes

Did you examine the drain plugs of the Main Boilers? Yes , and of the Donkey Boiler? Yes

Did you examine all the mountings of the Main Boilers? Yes , and of the Donkey Boiler? Yes

Have the shafts now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? Yes or is it without liners? Yes

Have the shafts now been changed? No If so, state reasons Yes Has it a continuous liner? Yes or two liners? Yes or is it without liners? Yes

Is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Stern bush reduced or is it without liners? Yes

If not complete state what arrangements have been made for its completion and what remains to be done? Stern bush reduced

Propeller shaft drawn & examined - condition good. Collumtions lower good. Stern bush & Propeller good. The fastenings of the sea connections examined found in good order.

General Observations, Opinion, and Recommendation:—The Machinery of this vessel as far as 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. 9, 11, E.S. 9, 11, or L.M.C. 9, 11, &c. is now in good order. Eligible in my opinion to remain as classed. No have full record of propeller shaft seen 3-16 in the Register Book

Survey Fee (per Section 28) \$10.00 Fees applied for 20.2.1916  
Special Damage or Repair Fee (if any) £ Received by me, O. Hudson  
Calling Expenses (if chargeable) £ 19  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. APR. 18. 1916

Signed As now



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

In a Certificate required If so, to be sent to

Screw shaft examd

It is submitted that  
this vessel is eligible to  
remain as **GLASSED**.

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

S3.16

JP  
13.4.16

*[Faint, mostly illegible handwritten text covering the majority of the page, likely bleed-through from the reverse side.]*

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



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