

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

WED. 21 NOV. 1917

Date of writing Report *Nov 20th 1917* When handed in at Local Office *Nov. 20th 1917* Port of *Barry*

No. in Reg. Book. *101* Survey held at *Barry* Date, First Survey *Nov 17th 1917* Last Survey *Nov 17th 1917*

101 on the Machinery of the *Wood, Iron or Steel* *S/S Ilwington Court* Master *R. Rocks*

Tonnage { Gross *4217* Vessel built at *Newcastle* By whom *Northumberland S.B. & S.* When *1911-7*
 Net *2721* Engines made at *Shields* By whom *Richardson & Westgarth & Co.* When *1911*

Registered Horse Power *372* Boilers, when made (Main) *1911* (Donkey) *—*

No. of Main Boilers *3* Owners *Court Line Ltd. (Haldin & Co. Ltd.)* Port *Liverpool* Voyage *—*

No. of Donkey Boilers *—* If Surveyed Afloat or in Dry Dock *No 2 Dock*

Steam Pressure in Main Boilers *180* (State name of Dock.)

in Donkey Boilers *—*

Last Report No. *1460* Port *N. Os*Particulars of Examination and Repairs (if any) *Oil fuel*

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.

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.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+ 100 A 15-17</i> <i>SSN Yk No 1-16</i>		<i>+ LMC 12-16</i> <i>T.S. 4.17</i>

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? *✓*

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

Do. " Donkey " " " *✓*

his was not done, state for what reasons? *✓*

what parts of the Boilers could not be thus thoroughly examined? *✓*

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? *✓*

the Surveyor examine the Safety Valves of the Main Boiler? *✓*

To what pressure were they afterwards adjusted under steam? *✓*

the Surveyor examine the Safety Valves of Donkey Boiler? *✓*

To what pressure were they afterwards adjusted under steam? *✓*

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *✓*

, and of the Donkey Boiler? *✓*

the Surveyor examine the drain plugs of the Main Boilers? *✓*

, and of the Donkey Boiler? *✓*

the Surveyor examine all the mountings of the Main Boilers? *✓*

, and of the Donkey Boiler? *✓*

new shaft now been drawn and examined? *✓*

Is it fitted with continuous liner? *✓*

or two liners? *✓*

or is it without liners? *✓*

shaft now been changed? *✓*

If so, state reasons *✓*

shaft now fitted new? *✓*

Has it a continuous liner? *✓*

or two liners? *✓*

or is it without liners? *✓*

the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *✓*

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

The requirements in Specification for carrying oil fuel have been complied with

Observations, Opinion, and Recommendation:— *The Machinery of this*

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, B.S. 9.11, B.&S. 9.11, or L.H.C. 9.11, &c.

essel is as far as now seen, in good condition and eligible in my opinion to be classed without fresh record for carrying oil in double bottom tanks having a flash point of 150°F

Survey Fee (per Section 28) *£*

Fees applied for

Special Damage or Repair Fee (if any) (per Section 28.) *£*

19

Travelling Expenses (if chargeable) *£*

Received by me,

19

Committee's Minute *FRI. DEC. 7th 1917*

Assigned *as now*

M. R. Jenkins
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation
W873-0012

It would appear from the Bury Ltr 29.11.14. that
the pumping arrangements for the carriage of oil fuel
will be complete when the 8 Bell mouths now

It is submitted that placed on board are
this vessel is eligible to be fitted in place by the
remain as **CLASSED**. Ship's Engineer

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.

S. J.
21.11.14.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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