

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

(Received at London Office THU. 10 AUG. 1916)

Date of writing Report *8th August 1916* When handed in at Local Office *AND 9 1916* 19 Port of *Newcastle on Tyne*

No. in Reg. Book. Survey held at *Blyth* Date, First Survey *and* Last Survey *7th Aug 1916* (No. of Visits *1*)

418 on the Machinery of the ~~Wood, Iron or~~ *Steel* Vessel built at *Candulana* By whom *W. Dickson & Sons* When *1915* 6

Tonnage { Gross *1439* Net *929* Engines made at *do* By whom *Mac Coll & Pollock L^{rs}* When *1915*

Registered Horse Power *299* Boilers, when made (Main) *1915* (Donkey) Voyage *Amiralty Charter*

No. of Main Boilers *2* Owners *Sharp Steamship C. L^{td} (Sharp & C. Mgrs) Port Newcastle*

No. of Donkey Boilers If Surveyed ~~Afloat or~~ *in Dry Dock* *Blyth* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers *180^{lb}* in Donkey Boilers

CHARACTER.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> 100 A.1 6.13		<input checked="" type="checkbox"/> M.C. 6.13

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) *Docking*

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? *do*

Do. " Donkey " " "

If this was not done, state for what reasons? *Boilers not due for survey*

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? 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? 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? and of the Donkey Boiler?

Has screw shaft now been drawn and examined? *do* 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? *1/8"*

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

hull placed in Dry Dock. The propeller, after end of stern bush and the fastenings of the sea connections examined & found in order.

General Observations, Opinion, and Recommendation: *The machinery of this vessel as far as seen is now in good safe working condition and eligible in my opinion to remain as classed without fresh record of survey.*

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, E.S. 9, 11, R.&N.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

Survey Fee (per Section 28)..... £	Fees applied for
Special Damage or Repair Fee (if any)..... £	19
Travelling Expenses (if chargeable)..... £	Received by me,
	19

Wm Coore
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. AUG. 15. 1916
Assigned *As now*



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

If so, is the Report sent now, or when will it be sent?

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

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

Dry docking

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

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.

*H.
10/8/16*

RETURN

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