

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

(Received at London Office)

MON NOV. 20. 1916

Date of writing Report

When handed in at Local Office

18/11

1916

Port of

Hull

Survey held at

Goole

Date, First Survey

Last Survey

13-11-1916

(No. of Visits one)

on the Machinery of the Wood, Iron or Steel

S.S. French Rose

Master

Gross

Vessel built at

By whom

N.V. Schipow. DE. MERNEDE When 1915 5-

Net

Engines made at

By whom W. Beardmore & Co. Ltd. When 1915

Registered

Boilers, when made (Main)

(Donkey)

of Main Boilers

Owners R. Hughes & Co.

Port Liverpool

Voyage

of Donkey Boilers

If Surveyed Afloat or in Dry Dock

Goole

Main Boilers

Donkey Boilers

st Report No.

Port

Particulars of Examination and Repairs (if any) Docking

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 ideas being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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?

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

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?

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 the screw shaft now been drawn and examined?

Is it fitted with continuous liner?

or two liners?

or is it without liners?

Has the shaft now been changed? If so, state reasons

Has the shaft now fitted new?

Has it a continuous liner?

or two liners?

or is it without liners?

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

1/8"

If survey is not complete state what arrangements have been made for its completion and what remains to be done?

Complete.

The propeller, sternbush and sea connection fastenings found satisfactory.

General Observations, Opinion, and Recommendation:—This vessel's machinery is eligible in my opinion to remain as classed without fresh record of Survey.

Fee (per Section 28)

Fees applied for

Damage or Repair Fee (if any)

Received by me,

(per Section 29.)

Expenses (if chargeable)

Committee's Minute

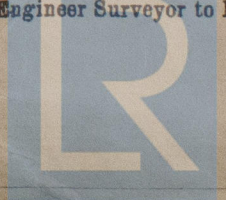
FRI. 24 NOV. 1916

Signed

As above

W. H. Roberts

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

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

W. H. Roberts

It is submitted that
this vessel is eligible to
remain as OBLISHED.

JWZ
20/11/16

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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