

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

(Received at London Office TUE. JAN. 19, 1915)

Date of writing Report 12<sup>th</sup> Jan 1915 When handed in at Local Office JAN 18 1915 10 Part of NEWCASTLE-ON-TYNE

No. in Reg. Book. 767 Survey held at Newcastle Date, First Survey 11<sup>th</sup> Jan Last Survey 12<sup>th</sup> Jan 1915

on the Machinery of the Wood, Iron or Steel S.S. "Julgens" Master Laid

Tonnage { Gross 2512 Net 1513 Vessel built at Newcastle By whom Wood Skinner & Co When 1912-11

Registered Horse Power 272 Engines made at Sunderland By whom J. Dickinson & Sons When 1912

No. of Main Boilers 2 Boilers, when made (Main) 1912 (Donkey)

No. of Donkey Boilers  Owners (Stephenson Clarke & Co) Port London Voyage London

Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Mercantile

in Donkey Boilers  (State name of Dock.)

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.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A 1		+Lmc 10, 12
H 114		TS 11-13

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) bocking

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. " Donkey "

If this was not done, state for what reasons?

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? 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

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? hie

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

The propellers, screw shaft, & fastenings of sea connections examined & stern bush reworked. The M.P. slide valve spindle turned up & a new guide bracket for same fitted.

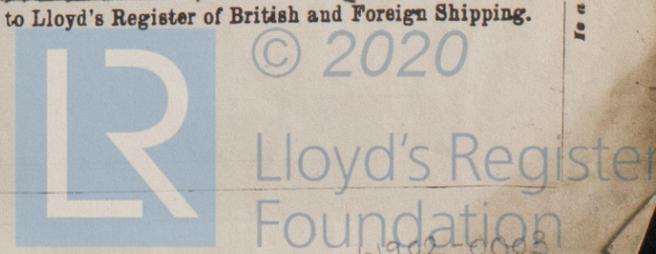
## General Observations, Opinion, and Recommendation:—

The machinery of this vessel as far as seen is now in good order & safe working condition & eligible in my opinion to remain as classed & to have the notation of S.S. 1-15

Survey Fee (per Section 88).....	£	:	:	Fees applied for
Special Damage or Repair Fee (if any).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	
				Received by me,
				10

Thomas Field  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI. JAN. 22, 1915  
Assigned as above



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

*Screw shaft stand*

*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.

S 1.15

*S.S.*  
*19.1.15*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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