

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

(Received at London Office)

Date of writing Report 19 When handed in at Local Office 19 Port of Malta

No. in Reg. Book. 505 Survey held at on the Machinery of the Wood, Iron or Steel Elston Date, First Survey Last Survey 19

Tonnage Gross 2908 Net 1843 Vessel built at Pt. Glasgow By whom Russell & Co. Master When 1915-6

Registered Horse Power 285 Engines made at Greenock By whom Rankin & Blackmore When " "

No. of Main Boilers 2 Boilers, when made (Main) 1915 (Donkey) 1915

No. of Donkey Boilers 1 Owners W. S. Miller & Co. Port Glasgow Voyage

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock (State name of Dock.)

in Donkey Boilers 100

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

Last Report No. 69397 Port Newc

Particulars of Examination and Repairs (if any)

(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? 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?

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

General Observations, Opinion, and Recommendation:—

(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, R.S. 9,11, E.&H.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) £ : : (per Section 28.)

Travelling Expenses (if chargeable) £ : :

Received by me, 19

Committee's Minute FRI. 2-NOV 1917.

Assigned as above

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W906-0049

The SP Slide valve & face broke when
vessel was 150 miles west of Gibraltar.

The Engines were then run compounded. 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.

On arrival at Gibraltar the Captain was
instructed by the Naval Authorities
to proceed to Malta.

At Malta the Engines were examined
& arrangements were made to proceed
under compounded Engines to
Mudros where permanent
repairs were to be effected.
The vessel was subsequently
sunk.

Submitted further
action is unnecessary.

T.P.
29.10.17.

RECEIVED

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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