

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

(Received at London Office MON. 6 - NOV. 1916)

Writing Report 3rd Nov 1916 When handed in at Local Office 3rd Nov 1916 Port of NEWCASTLE ON TYNE.

Survey held at Jarrow & Shields Date, First Survey 10 Nov Last Survey 2nd Nov 1916

on the Machinery of the Wood, Iron or Steel S S Gamilla Master H Gilbert

GROSS 2273 Vessel built at Scouse By whom Foy & Co, de Lat Maitland Year 1908 Month 6

Net 1362 Engines made at do By whom do When 1908

Boilers 2 Boilers, when made (Main) 1908 (Donkey) 1908

Key Boilers 1 Owners Stkies Gamilla Port Bergen Voyage Barcelona

Boilers 170 If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Boilers 100 (State name of Dock) Mercantile SWS Quay

Report No. _____ Port _____

CHARACTER, & for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assessed and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>S.S. 100 A1</u>	<u>8-15</u>	<u>S.L.M.C</u>
<u>S.S. 11-12</u>	<u>8-14</u>	<u>TS 6-14</u>

Particulars of Examination and Repairs (if any) Damage & BS 100 A1

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; anything detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In 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 not required. Was a damage report made by anyone else? If so, by whom? Mr Jobling for Underwriters

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

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

Were any parts of the Boilers could not be thus thoroughly examined? Yes

Were any 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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 175 lbs per sq in

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lbs per sq in

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? None , and of the Donkey Boiler? None

Did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boiler? Yes

Has the propeller shaft now been drawn and examined? Yes Is it fitted with continuous liner? No or two liners? Yes or is it without liners? Yes

Has the propeller shaft now been changed? Yes If so, state reasons fractured at fore end of after liner.

Has the propeller shaft now fitted new? Yes Has it a continuous liner? No or two liners? Yes or is it without liners? Yes

Is the distance between lignum vite of stern bush and top of after bearing of screw shaft New lower wood now fitted.

Is the distance between lignum vite of stern bush and top of after bearing of screw shaft Complete.

Is the damage stated, to have been caused by grounding in the Columbia River on the 16th May 1916.

Examined the propeller, propeller shaft, stern bush, sea chest & their fastenings. Found the prop shaft fractured at about forward of fore end of after liner. A new shaft now fitted as per checked forging report. Steam steering gear & windlass overhauled B.S. On the main & donkey boilers their safety valves & mountings and the CC back stays of the DB very much wasted, the safety valves spindles bent, the steam gauge cock on boiler broken. Repairs now done out. 83 CC back stays renewed, spindles straightened, steam gauge cock & blow down re bored & new plug fitted. In main boiler, new brass ends fitted to safety valve spindles (original ones of iron & much wasted) and all mountings thoroughly overhauled.

General Observations, Opinion, and Recommendation.

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.&M.S. 9,11, or L.M.C. 9,11, &c. (per Section 25).

The machinery of this vessel so far as seen is now in good condition and is in my opinion eligible to remain as used in the register book with fresh record B.S. 11-16. Propeller shaft Ren 11-16 & DB pressure 100 lbs to be restored.

Damage or Repair Fee (if any) (per Section 25).....	£ 2 2 0	Fees applied for 4 - NOV 1916
Expenses (if chargeable).....	£ : ✓ :	
		Received by me, 15.12.1916

Committee's Minute _____

Witnessed _____

Witnessed _____

Witnessed _____

Witnessed _____

Inscribed in the Register Book & Machinery precisely as in the Register Book & Machinery. This certificate has been left on board & copies sent to Lloyd's Register of Shipping.

George Murdoch
Engineer Surveyor to Lloyd's Register of Shipping.



FRI. 10 NOV. 1916

BS 11-16

note db. press

Bl due 8.15. partly held 12.15
how held in entry

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.

DB repaired. Screw shaft renewed

It is submitted that
this vessel is eligible for
THE RECORD. BS 11.16

NS 11.16

DB pressure 100lb

[Handwritten signature]

6.11.16

[Faint green stamp, possibly "RECEIVED" or similar, oriented vertically]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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