

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

Date of writing Report 12<sup>th</sup> May 1916 When handed in at Local Office MAY 18 1916 (Received at London Office MON. 15 MAY. 1916)

No. in Reg. Book. Survey held at Workington Date, First Survey and Last Survey 7<sup>th</sup> Mar 1916 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel the "Cliburn" (No 226) Master YEAR. MONTH.

Tonnage { Gross Vessel built at Workington By whom R. Williamson & Sons When 1916  
 Net Engines made at Glasgow By whom Mr. Beardmore & Co When 1916

Registered Horse Power Boilers, when made (Main) (Donkey)

No. of Main Boilers Owners Hainburn Steamship Co. Ltd. Port Workington Voyage

No. of Donkey Boilers If Surveyed Afloat or in Dry Dock (State name of Dock.)

Steam Pressure—

in Main Boilers

in Donkey Boilers

Last Report No. Port 

## 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

the shaft now fitted new?

Has it a continuous liner?

or two liners?

or is it without liners?

the distance between lignum vite 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?

Examination before launching. The fitting of the stern tube, screw shaft and propeller and sea-cocks & valves examined

The vessel has proceeded to Glasgow where the machinery will be fitted  
Surveyors advised by letter

## 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, B.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

Survey Fee (per Section 25) £

Fees applied for

29/5/1916

Special Damage or Repair Fee (if any) £

(per Section 25)

Received by me,

6-7 1916

Travelling Expenses (if chargeable) £

1 0 6

Committee's Minute

GLASGOW

30 MAY. 1916

Signed See Gls. Rpt. No. 36026

FRI. JUN. - 2. 1916

Engineer Surveyor to Lloyd's Register of Shipping.



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RE-MAIN

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OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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