

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

MON, 25 SEP, 1916

(Received at London Office)

Date of writing Report 16-9-16 When handed in at Local Office 16-9-16 Port of Sunderland

No. in Survey held at Sunderland Date, First Survey 4 Sept Last Survey 16-9-1916

93 on the Machinery of the ~~Wood, Iron or Steel~~ SS "BALLOCHBUIE" Master

Age { Gross 921 Net 395 Vessel built at Aberdeen By whom J. J. Duthie SBC When 1905 7

Registered Horse Power 155 Engines made at " By whom J. Abernethy & Co When 1905

of Main Boilers 1 Boilers, when made (Main) 1912 (Donkey) 1905

of Donkey Boilers 1 Owners Aberdeen Line Co Ltd Port Aberdeen Voyage "

Main Pressure 180 Main Boilers 190 If Surveyed Afloat or in Dry Dock Andlin's Pontoon

Donkey Boilers 90 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) Working B&S Repairs

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 repairs 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.

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? only in lower water space, see below

Do. " Donkey " " " " yes

What was not done, state for what reasons? MB not due for survey

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? no To what pressure were they afterwards adjusted under steam? "

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 95

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? no, and of the Donkey Boiler? yes

Did the Surveyor examine the drain plugs of the Main Boilers? no, and of the Donkey Boiler? none

Did the Surveyor examine all the mountings of the Main Boilers? no, and of the Donkey Boiler? yes

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? no If so, state reasons "

Has the shaft now fitted new? no 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? 7/82

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

Now done The propeller, its fastenings and external sea connections examined and found in good condition.

The donkey boiler examined in its entirety found in good condition

at the request of the Owners representative examined the main boiler in the lower water space. About fourteen screw stays at bottom back of the centre combustion chamber found wasted, these stays have now been renewed.

The superintendent states that the ^{new} shaft would not be drawn in owing to the shortness of time available but that it will be drawn in at the next docking.

General Observations, Opinion, and Recommendation:—The machinery of this vessel

(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, D.S. 9, 11, B.&M.S. 9, 11, or L.M.C. 9, 11, 14, 15, F.D., &c.)

as far as seen is now in safe working condition and eligible in my opinion to remain as classed with fresh record of DBS 9, 16

Survey Fee (per Section 88) £ 1 10

Total Damage or Repair Fee (if any) (per Section 88) £

Traveling Expenses (if chargeable) £

Fees applied for 23 SEP 1916

Received by me, 5-10-1916

Lewis J. Davis, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI, SEP 29, 1916

Assigned D.B.S. 9, 16



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

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

DB due 10.16 held
Screw shaft due 9.16 to be
Surveyed next hydrology

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.

It is submitted that
this vessel is eligible for
THE RECORD. DBS 9.16

J.H.
25.9.16

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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