Rpt. 9.

No. 18844

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

(Received at London Office MON 23 JUL 1923)

Date of writing Report 30. 6. 1923 When handed in at Local Office 30. 6. 1923 Port of Barry

No. in Reg. Book. 80044 Survey held at Barry Date, First Survey and Last Survey 20. 6. 1923 (No. of Visits)

on the Machinery of the ~~Wood, Iron or~~ Steel S. S. "Yorkstone"

Tonnage { Gross 868 / Net 426

Registered Horse Power { -

No. of Main Boilers -

No. of Donkey Boilers -

Steam Pressure— in Main Boilers -

in Donkey Boilers -

Vessel built at Bideford By whom Hansen S. B. Ship B'ldg Co. Ltd When 1923

Engines made at Lytham By whom Lytham S. B. Engs. Co. When 1923

Boilers, when made (Main) 1923 (Donkey) Yale

Owners Hansen Bros. Ltd. Port London Voyage Vigo.

If Surveyed Afloat or in Dry Dock Afloat (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.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
Class Contemplated.		

Last Report No. Port

Particulars of Examination and Repairs (if any) P.L. 1st entry.

(Periodical Surveys, when held, must be reported in detail and seriatim 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? -

In what parts of the Boilers could not be thus thoroughly examined? -

By 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? 180 lbs per □"

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? No Is it fitted with continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? - If so, state reasons -

Is the shaft now fitted new? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

State the distance between lignum vitæ or bearing metal 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? To complete the survey at the first opportunity the bilge arrangement to be examined. As the vessel was loaded & proceeding to sea this could not be done at the present time.

Rec'd Dare.

The safety valves of the main boilers have been adjusted under steam to above working pressure.
Thickness of adjusting washers. P.L. boiler 1/4" - 1/4" Stbd boiler 1/4 - 1/4"
The Main Engines & the pumping arrangement have been tried under full working conditions & found satisfactory.
The Spare gear has been checked & found in accordance with the Rules of the Society.

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

The above is forwarded for the information of the Committee.

Survey Fee (per Section 28) £ / /

Special Damage or Repair Fee (if any) (per Section 28.) £ / /

Travelling Expenses (if chargeable) £ / /

Fees applied for 19

Received by me, 19

Fred. A. Ferguson.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 6 JUL 1923

Assigned Deferred

FRI. JUL 20 1923

See Div. Rpt 82906

Rpt. Off 13/7/23

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

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

Lloyd's Register Foundation