

Rpt. 9. No. 29371  
Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office

3 FEB 1927

Date of writing Report

10

When handed in at Local Office

-1 FEB. 1927

Port of Sunderland

No. in  
Reg. Book.

Survey held at

Sunderland

Date, First Survey

18<sup>th</sup> Oct 23

Last Survey

1<sup>st</sup> Feb 1927

(No. of Visits

16

Master

YEAR.

MONTH.

onnage

Gross 1896

Net 1115

Vessel built at Sunderland

By whom

J. L. Thompson & Sons Ltd

When 1924

Registered

orse Power 213

Engines made at Glasgow

By whom D. Rowan & Co

When 1920

o. of Main Boilers

2

Boilers, when made (Main) 1920

(Donkey)

none

o. of Donkey Boilers

none

Owners Joseph L. Thompson & Sons Ltd

Sunderland

Voyage

eam Pressure—

180

If Surveyed Afloat or in Dry Dock

(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.

Year  
Amended  
now  
expired.

Machinery and Boiler  
Surveys  
(including date of N.B., if any).

ast Report No.

Port

Particulars of Examination and Repairs (if any) Special Examination

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on engines 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?

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

Do. " Donkey " " "

is was not done, state for what reasons?

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?

the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boiler?

the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

new shaft now been drawn and examined?

Is it fitted with continuous liner?

or two liners?

or is it without liners?

shaft now been changed?

If so, state reasons

shaft now fitted new?

Has it a continuous liner?

or two liners?

or is it without liners?

the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

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

The machinery was sent to Barcelona in 1920 and re-shipped to Sunderland in 1923. The following examination was undertaken (1924) to ascertain the condition of the machinery after shipment and storage before fitting it into the vessel.

NOW DONE The propeller, screw shaft, cylinders, pistons and slide valves, the crank, thrust and tunnel shafts and the pumps examined.

The crankshaft was found corroded locally at some of its bearings, the marks were dressed out and the shaft is good. All other parts of the machinery were found in good condition.

The condensers tested and found good.

Both main boilers examined internally and externally and found in good condition.

al 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.

or the information of the Committee.

Recommendation for Record please see 1<sup>st</sup> Entry Report herewith.

TR E.M.-4-24

£ 10. 10.

Fees applied for

-1 FEB. 1927

or Repair Fee (if any)

£

Section 28.)

ences (if chargeable)

£

Received by me,

12.2.1927

S. Davis

Engineer Surveyor to Lloyd's Register of Shipping.

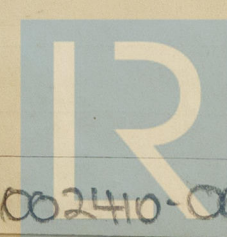
ee's Minute

TUES. 8 FEB 1927

L.M.C. 2.27

C.L.

CERTIFICATE WRITTEN.



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Lloyd's Register  
Foundation

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