

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

(Received at London Office)

TUE DEC. 11 1923

Date of writing Report 18 When handed in at Local Office 7th Dec. 1923 Port of Middlesbrough

No. in Reg. Book. Survey held at Middlesbrough Date, First Survey 15. 6. 22 Last Survey 5. 12. 1923

on the Machinery of the ~~Wood, Iron or Steel~~ 8. S. LONDON IMPORTER (S.S. N° 33) (No. of Vents 25)

Tonnage { Gross Vessel built at Middlesbrough By whom Furness S.B. Co. Ltd. When 1923
Net Engines made at W. Hartlepool By whom Richardson & Wigham & Co. When 1923

Nominal Horse Power { Boilers, when made (Main) 1923 (Donkey) (N° H. 2553)

No. of Main Boilers Owners Furness Withy & Co. Ltd. Port London Voyage Hull

No. of Donkey Boilers Steam Pressure— in Main Boilers If Surveyed Afloat or in Dry Dock Smith's Dry Dock (State name of Dock.)

in Donkey Boilers

Last Report No.

Port

Completion

Particulars of Examination and Repairs (if any) of L.M.C.

(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 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? no

Do. " Donkey " " "

If this was not done, state for what reasons? New Vessel

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? 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? no

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 vitae or bearing metal of stern bush and top of after bearing of screw shaft? New vessel

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

Completion of 1st Entry: See W. Hartlepool 1st Entry report N° 16070.

Turbines, Boilers, and auxiliaries examined under steam: oil pumping line in tunnel tested: Pumping connections in tunnel & holds completed, examined and all found satisfactory. Spare gear examined and found as stated on 14th Report N° 16070.

Vessel placed in dry dock, propeller, sea-cock & valve fastenings and outer end of stern bush examined & found satisfactory

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

(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., F.D., &c.)

good and safe working condition and renders the vessel eligible in my opinion to have the notations of L.M.C. 12.23 and "Fitted for oil fuel" 12.23. F.P. above 150° F. in the Register Book

Survey Fee (per Section 28) Paid Fees applied for 19
Special Damage or Repair Fee (if any) (per Section 28.) Received by me, 19
Travelling Expenses (if chargeable)

FRI. 14 DEC. 1923

Committee's Minute

Assigned

+ Lmb 12.23 J.D. Cl.
Fitted for oil fuel 12.23
F.P. above 150° F.

Wm Morrison
Engineer Surveyor to Lloyd's Register of Shipping.

FRI DEC. 21 1923

CERTIFICATE WRITTEN

003307-003310-0136

Lloyd's Register Foundation

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

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