

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

10 JUL 1936

(Received at London Office)

of writing Report 9.7.36 19 36 When handed in at Local Office 19 36 Port of Dublin

Survey held at Dublin Date, First Survey 7.7.36 Last Survey 9.7.36 19 36
(No. of Visits 2)

on the Machinery of the Wood, Iron or Steel Lady Longford ex Lainschill

Gross 1776 Vessel built at Ardroran By whom Ardroran D.O.S.S. Co. Ld. When 1921-2
Net 755 Engines made at Greenock By whom J. G. Kincaid & Co. Ld. When 1921

Final Power 553 Boilers, when made (Main) 1921 (Donkey) -

Main Boilers 453 Owners British & Irish Ste. Ph. Co. Ld. Owners' Address -
(if not already recorded in Appendix to Register Book.)

Donkey Boilers - Managers - Port Dublin Voyage -

Pressure 200 If Surveyed Afloat or in Dry Dock Dublin Dock
(State name of Dock.)

Donkey Boilers -

Report No. - Port -

Particulars of Examination and Repairs (if any) D. D.Kg.

Medical Surveys, when held, should be reported in detail and seriatim 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 account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and when being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

In those cases where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined.

Has a damage report made by anyone else? If so, by whom? -

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

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

If a survey 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? -

What is the latest date of internal examination of each boiler? -

Has the Surveyor examine the Safety Valves of the Main Boiler? - To what pressure were they afterwards adjusted under steam? -

Has the Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

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

Has the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boiler? -

Has the Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boiler? -

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

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

What is the date of examination of Screw Shaft? - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. 18

Engine parts, when referred to by numbers, should be counted from forward. - Is electric light and/or power fitted? 4/2

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

Vessel placed in dry dock. Propeller & outside fastenings examined.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as examined is in good order and no repairs are required.

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

as now given is eligible in my opinion to remain as classed without fresh survey.

Signature of Surveyor: As now

Survey Fee (per Section 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : 19

Committee's Minute

Signature: As now

FRI, 24 JUL 1936

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

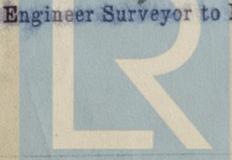
CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned or now expired.	Machinery and Boiler Surveys (if any) (if any date of N.B. if any).
T100A1 5-33 ⁶		T27C 3-36 5-36
SS and N 3-33		5-36
		5-36

Fitted for Oil fuel 4-21 P. Pressure 150 lb

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

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

Charles J. Hunter
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

It is submitted that
this vessel is eligible to
remain as CLASSED.

11
24/7/36.



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