

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

10 JUL 1936

(Received at London Office)

of writing Report 9.7.36

When handed in at Local Office

19

Port of Dublin

Survey held at

Dublin

Date, First Survey 7.7.36

Last Survey 9.7.36

19

(No. of Visits 2)

on the Machinery of the Wood, Iron or Steel

Lady Longford ex Lainschill

Gross 1776

Net 755

Vessel built at Ardrossan

By whom Ardrossan D.D.S.B. & Co. Ltd.

When 1921-2

Final Power 553

Engines made at Greenock

By whom J. G. Kincaid & Co. Ltd.

When 1921

Main Boilers 453

Boilers, when made (Main) 1921

(Donkey) -

Donkey Boilers -

Owners British & Irish Steam Navigation Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Dublin

Voyage

Main Boilers 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.K.

Periodical Surveys, when held, should be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent 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 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 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?

Donkey " " " "

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?

Latest date of internal examination of each boiler

Present condition of funnel(s)

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?

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?

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?

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

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

Has 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

(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 record of survey

Survey Fee (per Section 29)

£

:

:

Fees applied for

19

Special Damage or Repair Fee (if any) (per Section 29.)

£

:

:

Received by me,

Travelling expenses (if chargeable)

£

:

:

19

Committee's Minute

Assigned

As now

FRI, 24 JUL 1936

Charles J. Hunter

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

003572-003580-0208

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

LL
26/7/36.



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Foundation