

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

(Received at London Office)

27 JUL 1934

Date of writing Report 5th July 1934 When handed in at Local Office

5 JULY 1934

Port of LIVERPOOL

No. in Reg. Book. Survey held at

Date, First Survey 5th June Last Survey 3rd July 1934

(No. of Visits 7)

22861 on the Machinery of the Wood, Iron or Steel

Gross 7268
Net 4462

Vessel built at Clydebank

By whom John Brown & Co. Ltd.

When 1923

Donkey Boilers 4

Engines made at Clydebank

By whom John Brown & Co. Ltd.

When 1928

Boilers, when made (Main)

1923

(Donkey)

Owners

Admiralty

Owners' Address

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

Port Liverpool

Voyage

Managers

✓

If Surveyed Afloat or in Dry Dock

Both

(State name of Dock.)

Queens Dry 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).
+100 A1		+Line 8.30
131		BS. 6.33
1.1.1928 to 2.31		BS. 2.33

st Report No. Port

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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 been made by anyone else? If so, by whom?

Has the Surveyor personally gone inside each Main Boiler separately and made 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 3rd June 1934

Has Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? 215 lbs

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

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

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

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

Has new shaft now been drawn and examined? 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? No If so, state reasons

Has 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 24/6/34 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.

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

Examined HP Motor (new) Blading & Casings. Please see Reports Attached
Examined Tail shaft propeller and fastenings of Sea Connections.
Examined All boilers externally and internally together with their mountings and adjusted safety valves under steam as stated above.

Main Discharge Valve Chest lowered 6'-6" (Ship's side) owing to refrigerating arrangements.

P.T.O.

General 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, 140 lb., F.D., &c.)

The machinery of this vessel is in safe working condition and suitable in my opinion to remain as classified with fresh records of B.S. 7.34. and Tail shaft seen 6.34. also B.S. 7.34 on completion.

(per Section 29) Fees applied for
Additional 2 2 -
Damage or Repair Fee (if any) 2 2 -
(per Section 29.) Sunday fee. 2 2 -
Expenses (if chargeable) 2 2 -

Received by me
25.7.1934

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

LIVERPOOL

dated B.S. 7.34
T.S. 6.34. C.F.

FRI. 4 JAN 1935

FRI. 5 JUL 1935
TUE. 29 OCT 1935

FRI. 20 DEC 1935
TUE. 31 MAR 1936

TUE. 30 JUN 1936

TUE. 7 JUL 1936

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

Electrical Installation.

3. S.H. 67 amp 100 volt 1750-2250 rpm motor driving Acroto fans fitted for blowing air over brine cooled batteries, situated in No 3 hold. - one in tween deck and one each side of lower hold. The necessary variable speed controller fitted in bridge space together with Sway section board. Additional panel fitted on main switchboard. All cables fitted were lead covered and cambric insulated & have been installed in conformity with Rule Requirements.

The above examined & tried and found satisfactory. The set of spares for the above have been supplied comprising the Armature, the set of main field coils, one set, inter pole coils, one set of bearings, one set of brushes, two brush holders and one set of starter spares.

R. C. Clayton

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Note from Mr.

Mr
10.7.34



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