

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

(Received at London Office)

12 MAY 1934

Date of writing Report 19 When handed in at Local Office 19 Port of LIVERPOOL  
 No. in Reg. Book. Survey held at Birkenhead Date, First Survey 25<sup>th</sup> Oct/3 Last Survey 9<sup>th</sup> May 1934  
on the Machinery of the Wood, Iron or Steel So. "TULIP" (No. of Visits 31)  
 Tonnage { Gross 409 Vessel built at Sudbrook (Nor.) By whom T. A. Walker When 1897  
 Net 155 Engines made at Newbury By whom Plenty & Sons. When 1897  
 Nominal Horse Power { 80 Boilers, when made (Main) 1897 (Donkey) ✓  
 No. of Main Boilers 153 Owners Grayson, Rolfe & Glover Dock, Ltd. Owners' Address Port Liverpool Voyage Managers  
 No. of Donkey Boilers ✓ (if not already recorded in Appendix to Register Book.)  
 Steam Pressure— in Main Boilers 150 lb Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers ✓ Surveyed Afloat or in Dry Dock Glover & Sons. Dry & Afloat  
 (State name of Dock.)

*Last Report No.* \_\_\_\_\_ *Port* \_\_\_\_\_

Particulars of Examination and Repairs (if any) Classing

(Periodical Surveys, when held, must be reported in detail and seriatim 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 besides 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.

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? Yes

Do.	"	Donkey	"	"	"
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If this was not done, state for what reasons?

**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?

State latest date of internal examination of each boiler 1-1-34.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 150 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 150

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes., and of the Donkey Boilers? Yes.

Did the Surveyor examine the drain plugs of the Main Boilers? None fitted., and of the Donkey Boiler? ☒

Did the Surveyor examine all the mountings of the Main Boilers? Yes., and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? no 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? No 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?

State date of examination of Screw Shaft 15-11-33 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Good fit.

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

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

Classing Survey. See also Rpts. 4 & 5a, approved plans & London letters.

Vessel placed in dry dock, propeller, stern tube & bush, sea connections and their fastenings examined & now in good order. Stern bush renewed.

Tailshaft drawn & examined, some pitting & wastage between liners, but shaft considered efficient, liners skimmed up.

Examined cylinders, pistons, rods, valves & casings, crossheads, top & bottom end bearings; crank & thrust shaft and bearings; air, circulating, feed, bilge and independent pumps; condensers under test; pumping arrangement; seating & holding down bolts; oil fuel installation; main & auxiliary steam pipes under 300 lb hydraulic pressure, and now in good order.

Repairs: Main engine feed & bilge pump runs renewed, circ. pump rod skinned & new bushes fitted, pumping arrangement altered in accordance with approved plan, pipes examined & repaired as found necessary.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as seen  
(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  $\frac{1}{2}$  L.M.C. 9,11,  
140 lb., F.D., &c.)

is eligible in our opinion for classification in the Register Book, with records of "Tailshaft last seen" 11.38 and LMC 5,34, "Fitted for oil fuel 5,34 F. P. above 150° F. <sup>(no continuous lines)</sup> Electric light.

Survey Fee (per Section 29).....	£ : :	Fee applied for
		19
Special Damage or Repair Fee (if any) (per Section 29.).....	£ : :	
Travelling expenses (if chargeable).....	£ : :	Received by me,
		19

*See accompanying report.*

*H. R. Howells & J. S. Melton*  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute \_\_\_\_\_ LIVERPOOL 11 MAY 1934

Assigned *See attached*  
*first entry rpt.*

004906-004917-0015



Main boiler examined internally & externally, with its safety valves, doors and mountings, scantlings & dimensions found to be in accordance with the approved plan, necessary repairs carried out. It was noted that the boiler shell plate on the bottom in way of the inte. circ. seam & the blow down valve has at sometime been built up with welding.

Repairs: P. & S. c.c. bottom & back plates at bottom and adjoining part of furnace found badly wasted, cut out and renewed, port c.c. top plate renewed on account of wastage, several c.c. stays and tubes found defective cut out and renewed. New safety valves & springs fitted.

An additional lower through stay has been fitted between the lower front and back plates in accordance with London Letter of 20/10/33 and as indicated on the approved plan.

On completion of the repairs the boiler was examined under a hydraulic pressure of 225 lb and found satisfactory.

An oil fuel installation has been satisfactorily fitted in accordance with the approved plan and the rule requirements.

A reserve fuel tank is under construction in accordance with approved plan and will be reported upon on completion.

Boiler and steam pipes examined under steam & safety valves adjusted for working pressure of 150 lb, accumulation test carried out with satisfactory results.

Machinery examined under working conditions & manoeuvring & found satisfactory.

For particulars of electric installation now fitted see Rpt. 13.

N.B.—If this Report is copied by copying Press, special 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.



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