

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

(Received at London Office)

Date of writing Report 9th June 1922 When handed in at Local Office 9th June 1922 Port of Southampton
No. in Reg. Book. Survey held at Cones Date, First Survey 8th June Last Survey 9th June 1921
29148 on the Machinery of the ~~Wood Iron~~ Steel SK "ANTHONY ASLETT" ex "ROTHER"
Tonnage { Gross 305 Vessel built at Selby By whom Cochrane & Sons When 1917
Net 122 Engines made at Middlesborough By whom Robinsons, W. St. John When 1917
Registered Horse Power 87 Boilers, when made (Main) 1917 (Donkey)
No. of Main Boilers 1 Owners J.S. White & Co. Ltd. Port London Voyage
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock 310
Steam Pressure in Main Boilers 200
in Donkey Boilers

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

| CHARACTER. X for Special Survey, Date of last Survey and of Periodical Surveys. | Years since last survey expired. | Machinery and Boiler Surveys (including date of N.E., if any). |
|--|--|--|
| (...) | | |
| ✓ | | ✓ |

Last Report No. 11243 Port Sou

Particulars of Examination and Repairs (if any) Compt 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 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?

Do. " Donkey " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? 203 1/2

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?

Is screw 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?

Is 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?

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

See Southampton Report 11243.

Now done. Main Boiler Safety Valves adjusted under steam to above pressure.

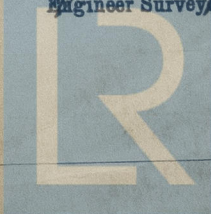
Main Engines + Auxiliaries tried under steam with satisfactory results. 1/2 1/2 1/2

General Observations, Opinion, and Recommendation:—This vessel's machinery as far as (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, R.S. 9, 11, B.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

is in safe working condition & eligible in my opinion for record L.M.C.-6.22

| | | | | |
|--|---|---|---|------------------|
| Survey Fee (per Section 28)..... | £ | : | : | Fees applied for |
| Special Damage or Repair Fee (if any) (per Section 28.)..... | £ | : | : | 19 |
| Printing Expenses (if chargeable)..... | £ | : | : | Received by me, |
| | | | | 19 |

G.A. Dyden Toynuz
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Safety values adjusted.

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

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.

without special restrictions.

KW

13/6/22

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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