

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

(Received at London Office)

Date of writing Report 2 - DEC 1922 19 2 - DEC 1922 19 When handed in at Local Office 2 - DEC 1922 19

No. in Reg. Book 4995 ^{Supp} Survey held at London Date, First Survey 5th OCTOBER Last Survey 20th November 22 Port of London

on the Machinery of the Wood, Iron or Steel Mersey weather Ransom Fire Boat (No. of Visits)

Tonnage { Gross 136.99 Net 61.65 Vessel built at London By whom Edwards & Co #3789 When 1922

Registered Horse Power 100 Engines made at Newbury By whom Plenty & Son L^d 2478 When 1922

No. of Main Boilers one Boilers, when made (Main) 1922 (Donkey) ✓

No. of Donkey Boilers ✓ Owners Port of Ransom Commissioners Port London Voyage ✓

Steam Pressure in Main Boilers 200 lb If Surveyed Afloat or in Dry Dock Fountain (State name of Dock.)

in Donkey Boilers ✓

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).
<u>100A.I. Firefloat</u>	<u>Harbouring & Water</u>	<u>Under</u>
<u>Class contemplated</u>		

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage

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? No - not required Was a damage report made by anyone else? If so, by whom? Mr Houston

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? ✓

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? _____

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? _____

Has 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? Yes

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

Has 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? ✓

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? ✓

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

Damage sustained in the river on the 29.9.22 while trial trip - steering chain breaking & rascal ramming a barge vessel at anchor.

Vessel placed in Fountain by DoCA. All fastenings of engines, Auxiliary Engines & Boiler examined & overhauled.

General Observations, Opinion, and Recommendation: The machinery of this vessel is 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, E.&M.S. 9,11, or L.M.C. 9,11, 149 lb., F.D., &c.)

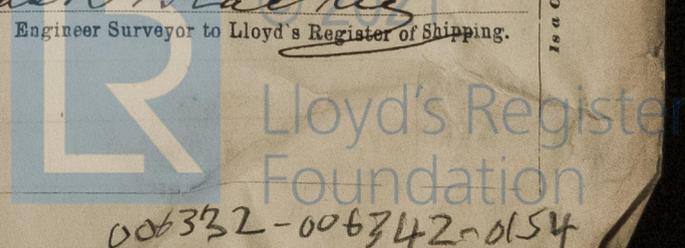
Good & safe working condition & eligible in my opinion have Record as per first entry Report.

Fee (per Section 28).....	£		Fees applied for <u>23 DEC 1922</u>
Damage or Repair Fee (if any).....	£	<u>2.2.0</u>	
Expenses (if chargeable).....	£	<u>6.2.3</u>	

Thomas Blackie
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 8 DEC. 1922

See Minute on F.G. report.



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

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

Summary for classification during construction:

It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 11.22. F.D. O.G.

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.

Fitted for Oil Fuel "11.22"
F.P. above 150° F.

200 lbs.

A.H.D.
7/12/22



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Lloyd's Register
Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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