

Rpt. 9.

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

No. 30616

14 APR 1931

Date of writing Report

When handed in at Local Office

13 APR 1931

(Received at London Office)

No. in  
Reg. Book.

Survey held at SUNDERLAND

Date, First Survey

Port of SUNDERLAND

Last Survey

(No. of visits 20)

Tonnage

Gross

Net

Nominal  
Horse Power

437

No. of Main Boilers

No. of Donkey Boilers

Main Pressure

Main Boilers

No. of Donkey Boilers

Building

Vessel built at

SUSAK

Engines made at

BELFAST

Boilers, when made (Main)

Owners

Managers H. RUE &amp; Co. LD.

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

NEMARINE ENG. Co. LD. SHOPS.

By whom GANZ &amp; Co.

YARD No 68

When

By whom HARLAND &amp; WOLFE LD

When 1915.

(Donkey) No 472.

Owners' Address

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

Port

Voyage

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

CHARACTER,  
For Special Survey,  
Date of last Survey and of  
Periodical Surveys.Years  
Assigned  
for  
SurveyMachinery and Boiler  
Surveys  
(Including date of N.B., if any).

Last Report No.

Port

## Particulars of Examination and Repairs (if any) SPECIAL EXAMINATION.

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. "E" 9-1-31. "E" 24-3-31.

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?

Has 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 "

Was this 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?

Has shaft now been changed?

If so, state reasons

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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 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?

Is the vessel fitted in the vessel and tried under steam to the satisfaction of the Society's Surveyors?

How done. Port and Starboard engines completely dismantled. All cylinders, pistons, rings, valves, crank and thrust shafts examined. Port and Starboard condensers examined and tested. Scantlings and identification marks checked against those given in copy of First Entry Report (Bel. Rpt. No 7528) forwarded from London, and found to be correct.

Special Certificate issued (copy attached to this report) in accordance with instructions contained in letter Ref "E" dated 24-3-31.

Repairs Carried Out.

Main Engines. Port and Starboard crank shafts lifted, rebedded and re-aligned. New shaft gauge made and marked. Bearing keeps adjusted.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel, as (state clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, B.&M.S. 9, 11, or L.N.C. 9, 11, 140 lb., F.D., &c.)

now seen, will be eligible, in my opinion, to have the notation **NE 15** fitted (with date of fitting on board) in the Society's Register Book, when

satisfactorily fitted on board the vessel and tried under steam. It is stated that

the machinery is to be fitted in vessel, Yard No 68, now building at Susak by Messrs. Ganz & Co.

Survey Fee (per Section 28) £ 10 10 -

Special Certificate 1 1 -

Additional Damage or Repair Fee (if any) £ :

(per Section 28.)

Travelling Expenses (if chargeable) £ :

Committee's Minute

Assigned

Received by me, 8 April 1931

Engineer Surveyor to Lloyd's Register of Shipping.

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PM. 24 FEB 1931



oilway cleared.

All piston rings cleaned & adjusted. Port engine H rings renewed.

All metallic packing overhauled, adjusted and new springs fitted where required. Connecting rods re-aligned. Top and bottom end bearings adjusted.

Valve gear overhauled & adjusted. Valve settings checked.

Thrust-blocks, P.S. dismantled, shoes dressed up & adjusted. Bearings adjusted. Water & oil systems overhauled.

Condensers. Port & Starboard condensers cleaned, tubes drawn cleaned & replaced. Packing renewed & new ferrules fitted where necessary. New water boxes and doors supplied & fitted. Condensers tested hydraulically 25 lb./sq. inch after overhaul, and found sound & tight.

Shafting. 2 lengths each Port and Starboard, intermediate shafting supplied and fitted to existing thrust shafts with new coupling bolts. New shafts marked for purpose of identification. Certificate enclosed with this report.

LL OYDS  
No 6192  
T.D.S.  
16-2-31

Stem Tubes. New Port & Starboard stem tubes cast, fitted neck rings & bushes with lignum vitae, bottom half end grain.

"A" Bracket. New Port & Starboard "A" brackets made, fitted brass bushes with lignum vitae, bottom half end grain.

3 each Port & Starboard, intermediate shaft bearings made, C.I. lined white metal bottom half.

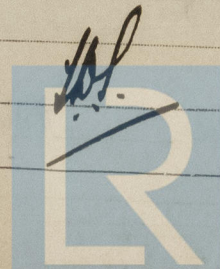
### Auxiliaries.

Port & Starboard circulating pump engines overhauled. Crank shaft, piston rods & pistons skimmed. New piston rings & piston valve rings fitted. New bearings fitted where required & all bearings adjusted & lined up. Impeller casings renewed C.I.

Port & Starboard monotype independent air pumps overhauled. 2 complete rods made as spare.

N.B.—If this Report is copied by copying Press, special care must be taken that the copying paper is not so much dampened 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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