

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

(Received at London Office 16 NOV 1925)

Date of writing Report 2nd Nov. 1925 When handed in at Local Office 2nd Nov. 1925 Port of CARDIFF

No. in Reg. Book. 19904 Survey held at CARDIFF Date, First Survey 22nd Oct. Last Survey 27th Oct. 1925 (No. of Voids)

on the Machinery of the Wood, Iron or Steel Screw Steamer Barge "Foremost VII"

Tonnage { Gross 598
Net 283

Vessel built at Southampton By whom White Bros (Sons) Ltd. When 1923-1

Nominal Horse Power 88 Engines made at Do By whom J. J. Phonycroft & Co. (Donkey) When "

No. of Main Boilers 1 Boilers, when made (Main) 1923

No. of Donkey Boilers 1 Owners Great Western Railway Port London Voyage

Steam Pressure in Main Boilers 80 lbs Managers

in Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Dry Docks, Pontoon (State name of Dock.)

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	Next Annual Survey due (No. of Voids expired)	Machinery and Boiler Surveys (including date of N.B., if any).
X/00A1 Screw Steamer		LMC. 1.23
1-24		IS. 09.

Last Report No. Port

Particulars of Examination and Repairs (if any) Screw Shaft, etc.

(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? Not done for examination

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?

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? Not exam

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? Yes Is it fitted with continuous liner? No liner 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

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 bearing metal of stern bush and top of after bearing of screw shaft? A good fit

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

Whilst the vessel was on the Pontoon the Propeller, Stern bush and outside fastenings were examined. Screw shaft drawn in examined and found in order. The white metal in Stern bush has been renewed. Sea cocks and valves opened up and examined.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel so far (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 L.M.C. 9,11, 140 lb., F.D., &c.)

as now seen is in a safe working condition and in my opinion eligible to be retained as at present classed in the Register Book with fresh record of Screw Shaft seen 10.25. No outside gland is fitted

Survey Fee (per Section 28) £ : : Fees applied for 19

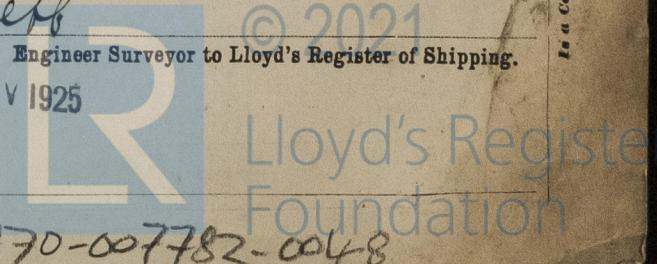
Special Damage or Repair Fee (if any) (per Section 28.) £ : : Received by me, 19

Travelling Expenses (if chargeable) £ : : : : :

F. W. Webb
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Assigned As now

FRI. 27 NOV 1925



007770-007782-0048

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

Docking screw shaft command

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.

S. 10. 25.

Expenses C. G.

H. J.
16/11/25

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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