No. 9.

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

No. 74052.

(Received at London Office WED. JAN. 26 1921 THE NEWCASTLE-ON-TYNE)

Date of writing Report 24th January 1921. When handed in at Local Office 25/1/21. Port of

No. in Ry. Book. 9269 Survey held at Blyth. Date, First Survey Dec 14th Last Survey 21st December 1920. (No. of Visits 2)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. P.L.M. 12 Master

Tonnage { Gross ~~[illegible]~~ 3985 / Net 2022 } Vessel built at Middlesbro By whom Smith's Dock Co Ltd When 1920 — 1

Registered Horse Power 430 Engines made at " By whom " " " When

No. of Main Boilers 2 Boilers, when made (Main) 1920

No. of ~~Donkey~~ Aux Boilers 1 Owners Société Nationale d'Affretements Port Havre Voyage

Steam Pressure— In Main Boilers 180 ~~If Surveyed Afloat or~~ in Dry Dock Blyth S.B. & D.D. Co. Ltd (State name of Dock.)

In ~~Donkey~~ Aux Boilers 180

Last Report No. Port

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).
+ 100A1 1.21		+ LMC 12.20
~~Class Cancelled~~		

Particulars of Examination and Repairs (if any) Examination on account of grounding.

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? Yes. Not required. 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? No.

Do. " Donkey " " " No.

If this was not done, state for what reasons? Not due for survey.

In what parts of the Boilers could not be thus thoroughly examined? ✓

By 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? No. To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? No, and of the Donkey Boiler? No

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? No, and of the Donkey Boiler? No

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

Has shaft now been changed? No If so, state reasons ✓

Is the shaft now fitted new? No Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

What is the distance between lignum vitæ 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? ✓

Damage:-

Now done:- Sea connections, propeller, aft end of sternbush and outside fastenings examined.
Ballast pump opened up and examined.
Condenser opened up and examined.
Propeller blade tips slightly bent, but efficient.
and the owners decided not to effect any repairs to same, at the present time.
No damage stated to have been sustained by grounding in River Tees on 14th December 1920.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as far as seen is in good order and safe working condition and eligible in my opinion to have record in the Register book as recommended by the Middlesbrough surveyors.

(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.[illegible] M.S. 9,11, or ✠ L.M.C. 9,11, 140 lb., F.D., &c.)

Survey Fee (per Section 28) £ ; ;

Special Damage or Repair Fee (if any) (per Section 28.) £ ; ;

Travelling Expenses (if chargeable) ; ;

Fees applied for 19

Received by me, 19

J. McMillan.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned See minute on P.C. pt

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

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

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008296-0083604-0148

Damage due to grounding.
Pumps, condenser, propeller
& outside fastenings Examd.

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

HEB
29/1/21.

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.

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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