

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

No. 92606.

(Received at London Office [1 OCT 1927

Date of writing Report 19 \_\_\_\_\_ When handed in at Local Office 26 SEP. 1927 19 \_\_\_\_\_ Port of LIVERPOOL

No. in Reg. Book. Survey held at Ellesmere Port Date, First Survey & Last Survey 21<sup>st</sup> Sept 1927  
 27992 on the Machinery of the ~~Wood, Iron or Steel~~ Iron S.C. "M.S.C. BOLLIN" (No. of Visits one)

Tonnage { Gross 1235  
 Net 546 Vessel built at Port Glasgow By whom Jerguson Bros. (P.G.) L<sup>ts</sup> When 1924-10  
 Nominal Horse Power } 210. Engines made at Do. By whom Do. When 1924  
 No. of Main Boilers 250. Boilers, when made (Main) 1924 (Donkey) ✓ When 1924  
 No. of Donkey Boilers None Owners Manchester Ship Canal Co. Owners' Address \_\_\_\_\_  
 Steam Pressure in Main Boilers 180 lb. Managers \_\_\_\_\_ (if not already recorded in Appendix to Register Book).  
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Tontoon, Ellesmere Port. Voyage \_\_\_\_\_  
 (State name of Dock.)

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Docking

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 Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A1 Hopper Dredger 10, 24.		* L.M.C 10, 24. O.G.

(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 due.

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? ✓

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? ✓ 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? No If so, state reasons ✓

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? Port 1/32" Star 3/64"

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

Now done:- Vessel placed in drydock. Propellers, screw shafts (drawn out), sternbushes, seacocks and fastenings examined and found in good condition

General Observations, Opinion, and Recommendation:— The machinery of this vessel is, so far as seen, in good condition and, in my opinion, eligible to remain as classed with fresh records of screw shafts seen 9.27.

Survey Fee (per Section 28)..... £	Fees applied for
Special Damage or Repair Fee (if any)..... £	
Travelling Expenses (if chargeable)..... £	
Committee's Minute	LIVERPOOL 30 SEP. 1927

W. S. Shields  
 Engineer Surveyor to Lloyd's Register of Shipping.

Assigned As now.  
T.S. 9.27 O.C.

008728-008733-0181



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

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

