

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

(Received at London Office)

Date of writing Report 14-1-28 When handed in at Local Office 14-1-28 Port of Middlesbrough  
 No. in Reg. Book 35223 Survey held at South Bank in Tees Date, First Survey 10-1-28 Last Survey 11-1-1928  
 on the Machinery of the Wood, Iron or Steel Se. "SMITH'S DOCKS N° 3" (No. of Visits 2)  
 Tonnage { Gross 39  
 Net -  
 Vessel built at Middlesbrough By whom Smith's Dock Co Ltd When 1911-12  
 Engines made at North Shields By whom Shields Eng. Co Ltd When 1911  
 Boilers, when made (Main) 1911 (Donkey) ✓  
 Owners Smith's Dock Co Ltd Owners' Address Port Middlesbrough Voyage ✓  
 Managers ✓ (if not already recorded in Appendix to Register Book).  
 No. of Donkey Boilers ✓  
 Steam Pressure in Main Boilers 140 lb  
 in Donkey Boilers ✓  
 If Surveyed Afloat or in Dry Dock Smith's Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port  
 Particulars of Examination and Repairs (if any) T.S. repairs

(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? No

Do. " Donkey " " " ✓

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

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? Yes 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 ✓

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? 5/32"

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

Now done The propeller, stern bush, sea connections & fastenings examined & placed in good order.

Repairs The screw shaft (CL) examined & found in good condition. The Cast Iron Propeller renewed.

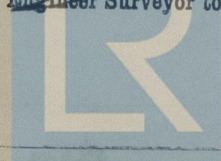
General Observations, Opinion, and Recommendation:— The Machinery of this vessel (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the 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., E.D., &c.)  
 as far as now seen is in good efficient condition & eligible in my opinion to remain as classed, with fresh notation of T.S. C.L. 1.28.

Survey Fee (per Section 28) £ 19 Fees applied for  
 Special Damage or Repair Fee (if any) (per Section 28.) £ 19  
 Travelling Expenses (if chargeable) £ 19 Received by me, ✓

Committee's Minute TUES. 24 JAN 1928

Assigned As now

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 Engineer Surveyor to Lloyd's Register of Shipping.



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008839-008846-0050



Propeller changed &

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.

Screw shaft examined

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

5/28.

22A.  
18/1/28.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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