

Report of Survey for Repairs, &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 DOCK'S N° 3" (No. of Visits 2)

Tonnage { Gross 39
 Net - Vessel built at Middlesbrough By whom Smiths Dock Co Ltd When 1911-12
 Nominal Horse Power { 24 Engines made at North Shields By whom Shields Eng. Co Ltd When 1911
 No. of Main Boilers 15B Boilers, when made (Main) 1911 (Donkey)
 Owners Smiths Dock Co Ltd Owners' Address Port Middlesbrough Voyage
 No. of Donkey Boilers Managers - (if not already recorded in Appendix to Register Book)
 Steam Pressure in Main Boilers 140 lb Smiths Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
 in Donkey Boilers Smiths Dry Dock (State name of Dock.)

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"

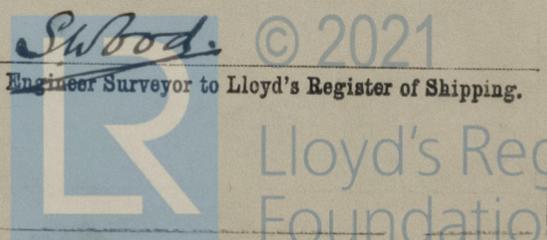
If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? Complete.

Now done The propeller, stern bush, sea connections & fastenings examined & placed in good order.
 The screw shaft (C.I.) examined & found in good condition.
Repairs 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.&H.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 98) £ 19 Fees applied for _____
 Special Damage or Repair Fee (if any) (per Section 98.) £ _____
 Travelling Expenses (if chargeable) £ _____ Received by me, _____
 Committee's Minute TUES. 24 JAN 1928
 Assigned As now

CHARACTER, X for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned to the vessel.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A.I.</u>		<u>+LMC 4.24</u>
<u>For Towing Purposes</u>		<u>BS 8.27</u>
<u>9.26</u>		<u>T.S. 5.25 cl</u>
<u>Shd. no. 3 - 6-30</u>		
<u>Shd. no. 1 - 34</u>		



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*.

31.28.

W.A.
18/1/28.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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