

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

(Received at London Office THU. 6 JUL. 1922)

Date of writing Report 19 When handed in at Local Office 5<sup>th</sup> July 19 Port of Manchester

No. in 7. Book. Survey held at Manchester Date, First Survey and Last Survey 3<sup>rd</sup> July 1922  
2655 on the Machinery of the ~~Wood, Iron or Steel~~ T.S. "The 60-ton Crane" Master ✓  
Gross 618 Vessel built at Schiedam By whom Verf Enste Firma A.F. Smulders When 1921 4  
Net 374 Engines made at Schiedam By whom Verf Enste Firma A.F. Smulders When 1921  
Registered Horse Power 76 Boilers, when made (Main) 1921 (Donkey) ✓  
of Main Boilers 1 Owners Manchester Ship Canal Co. Port Manchester Voyage ✓  
of Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Manchester Dry Dock  
Steam Pressure— Main Boilers 150  
on Donkey Boilers ✓  
(State name of Dock.)

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)
+ A1 Crane Buys 5, 21		L.M.C. 4, 21

Previous Report No. Port

Particulars of Examination and Repairs (if any) Docking

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.

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? ✓  
the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓  
Do. " Donkey " " " ✓  
this was not done, state for what reasons? ✓  
what parts of the Boilers could not be thus thoroughly examined? ✓  
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? ✓  
the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓  
the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓  
the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓  
the Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? ✓  
the Surveyor examine all the mountings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓  
screw shaft now been drawn and examined? No Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓  
shaft now been changed? ✓ If so, state reasons ✓  
the shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓  
the distance betweenignum vitæ of stern bush and top of after bearing of screw shaft? 1/16" Port + Star?

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

The Propelling aft ends of stem bushes and outside fastenings of sea connections examined and found in order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as 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.)  
in is in a safe working condition and is eligible in my opinion to remain as classed without fresh record.

Survey Fee (per Section 28) £ Fees applied for 19  
Damage or Repair Fee (if any) (per Section 28.) £ Received by me, 19  
Billing Expenses (if chargeable) £  
FRI. JUL. 14 1922 TUE. 13 FEB. 1923  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Signed As now

Lloyd's Register Foundation

009341-009349-0088



Drinking

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

*[Signature]*  
11/7/22.

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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