

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

(Received at London Office

1 APR 1925

Date of writing Report 30 March 1925 When handed in at Local Office 31 March 1925 Port of Queenstown

No. in Survey held at Limerick Date, First Survey 24 March Last Survey 25 March 1925 (No. of Visits 2)

2430 on the Machinery of the Wood, Iron or Steel *See Garryowen II*

Tonnage { Gross 46 1/2
 Net 194 Vessel built at Greenock By whom G. Brown & Co. When 1921-1
 Nominal Horse Power } 98 Engines made at Glasgow By whom Mc Kie & Baxter, Ltd. When 1921-1
 No. of Main Boilers 2 Boilers, when made (Main) 1921-1 (Donkey) ✓
 No. of Donkey Boilers ✓ Owners J. Bannatyne & Sons, Ltd. Port Limerick Voyage River Shannon.
 Steam Pressure in Main Boilers 180 lbs Managers ✓
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Afloat (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.	Year Assigned how long expired.	Machinery and Boiler Surveys (including date of N.B., if any).
AI For towing purposes 1.25		LMC 6.21 Tail shaft CL 1.25

Last Report No. Port

Particulars of Examination and Repairs (if any)

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? See Gns. Rpt. No 3804

Do. " Donkey " " " " " ✓

Why was this 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? 180 lbs

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? ✓ 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? ✓

Has shaft now been changed? ✓ If so, state reasons ✓ Has the shaft now fitted new? ✓ 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? ✓

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

Completion of Periodical Survey at Special Survey No. 1.

MP and LP cylinder and LP valve chest covers taken off, piston rings removed and valve drawn and the cylinders, pistons & rings and slide valve &c. examined; doors removed from condensers and General Service Donkey pump and Bilge Injection valve opened up and all examined; bilge suction & pipes examined.

Safety valves of both boilers adjusted under steam to the working pressure of 180 lbs.

See Gns. Rpts. Nos 3804 & 3814 for the other parts of this Survey.

General Observations, Opinion, and Recommendation:—

(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.&N.S. 9.11, or J.L.M.C. 9.11, 140 lb., F.D., &c.)

In my opinion the Machinery and Boilers of this Vessel are in good and safe working order and render her eligible to remain as classed in the Register Book and, the Periodical Survey having been completed, to have record of LMC 1.25 made therein as previously recommended.

Survey Fee (per Section 28) £ 7 . 0 . 0
 Special Damage or Repair Fee (if any) (per Section 28.)
 Travelling Expenses (if chargeable) £ 3 . 12 . 6

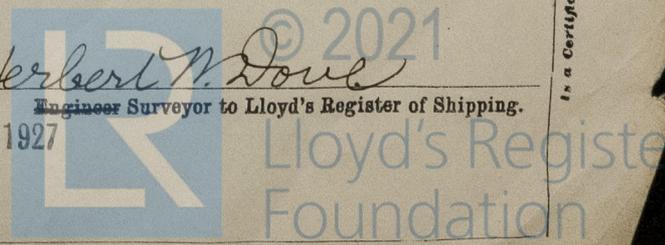
Fees applied for 26 March 1925
 £ 10 . 12 . 6
 Received by me, 30 March 1925

Herbert W. Doubl
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 7 APR 1925

TUES. 8 MAR 1927

Assigned + Lmb 12, 24



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

In a Certificate required if so, to be sent to Queenstown Office.

S. S. No 1 due 1. 25 now
completed.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 12. 24.

W.D.
4/4/25

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.



© 2021

Lloyd's Register
Foundation