

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

10 MAR 1926

(Received at London Office

13 MAR 1926

Date of writing Report _____ When handed in at Local Office _____ Port of LIVERPOOL

No. in Reg. Book. 5715. Survey held at Ellesmere Port. Date, First Survey and Last Survey 8th March 1926
(No. of Visits One)

Sub on the Machinery of the Wood, Iron or Steel Hopper Barge "M.S.C. DELTA" (ex: G.W.C.12)

Tonnage Gross 456 Net 425 Vessel built at Renfrew. By whom Sobnitz & Co^{ys} Ltd When 1920.7

Nominal Horse Power ✓ Engines made at _____ By whom _____ When _____

No. of Main Boilers ✓ Boilers, when made (Main) _____ (Donkey) 1920.

No. of Donkey Boilers 1. Owners Manchester Whip Canal Co^y Owners' Address _____
Steam Pressure in Main Boilers _____ Port Manchester Voyage _____

in Donkey Boilers 120 LBS. If Surveyed Afloat or in Dry Dock Afloat Ellesmere Port. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 87421 Port LIV.

Particulars of Examination and Repairs (if any) Completion B.S.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 " " " No.

If this was not done, state for what reasons? Boiler already examined, (see Liverpool report No 87421.)

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? 120 LBS.

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 _____

Is 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? Complete.

Donkey Boiler examined under steam, and safety valves adjusted.

General Observations, Opinion, and Recommendation:— The survey now being complete, (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.)
the donkey boiler of this vessel in my opinion is eligible to remain as classed, with record of D.B.S. 9.24. The vessel's name should be removed from the "Special Reasons" list.

Survey Fee (per Section 28) £ : : Fees applied for 17 MAR 1926

Special Damage or Repair Fee (if any) (per Section 28.) £ : ✓ : Received by me, 17 MAR 26

Travelling Expenses (if chargeable) £ : 2 : 6

Committee's Minute LIVERPOOL 12 MAR 1926

Assigned D.B.S. 9.24

A.E. Munro.
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Has a survey also been held on ship? If so, is the Report sent now, or when will it be sent?

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

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

10m. 3.25. - Transfer Ink.

(The Surveyors are requested not to write on, or below the space for Committee's Minute.)

D.B. Entry Led 9.24 complete

It is submitted that
this vessel is eligible for
THE RECORD. D.B. 5.9.24

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.

D
17/3/26

17/3/26

The vessel is a motor launch of 100 H.P. built in 1924. It is a motor launch of 100 H.P. built in 1924. It is a motor launch of 100 H.P. built in 1924.

The vessel is a motor launch of 100 H.P. built in 1924.

The vessel is a motor launch of 100 H.P. built in 1924.

The vessel is a motor launch of 100 H.P. built in 1924.

The vessel is a motor launch of 100 H.P. built in 1924.

The vessel is a motor launch of 100 H.P. built in 1924.

The vessel is a motor launch of 100 H.P. built in 1924.

The vessel is a motor launch of 100 H.P. built in 1924.

The vessel is a motor launch of 100 H.P. built in 1924.

The vessel is a motor launch of 100 H.P. built in 1924.

The vessel is a motor launch of 100 H.P. built in 1924.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2021

Lloyd's Register
Foundation