

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

(Received at London Office)

Date of writing Report Sept 26th 24 When handed in at Local Office 29 SEP 1924 Port of LIVERPOOL

No. in Reg. Book 51740 Survey held at Ellesmere Port Date, First Survey Sept 23rd Last Survey Sept 26th 1924 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel HOPPER BARGE "G.W.C. No 12"

Tonnage { Gross 456 Vessel built at Penrhus By whom Roberty & Co When 1920-7
 Net 281 1/2 Engines made at ✓ By whom ✓ When ✓
 Nominal Horse Power ✓ Boilers, when made (Main) ✓ (Donkey) 1920
 No. of Main Boilers ✓ Owners S. Pearson & Sons Port London Voyage ✓
 No. of Donkey Boilers 1 Managers (Contracting Dept)
 Steam Pressure in Main Boilers ✓ # Surveyed Afloat or in Dry Dock Wharf Ellesmere P.
 in Donkey Boilers 120 (State name of Dock.)

Last Report No. Port

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

(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 " " " Yes

If this was not done, state for what reasons? ✓

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? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? Not fitted

Did the Surveyor examine all the mountings of the Main Boilers? ✓ , and of the Donkey Boiler? Yes

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 now? ✓ 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? To complete Survey

Safety valves on donkey boiler to be adjusted

Now done:- donkey boiler examined internally and externally with mountings - boiler generally in good condition
Examined D.B. feed pump and ship side connections

Owners state on completion of survey vessel will be laid up but safety valves will be floated before vessel sails again

General Observations, Opinion, and Recommendation: The donkey boiler and fittings
 (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 L.H.C. 9.11, 1-9 1b., F.D., &c.)
of this Hopper are in good condition and eligible in my opinion to remain as classed with fresh record D.B.S. 9.24 when safety valves have been adjusted

Survey Fee (per Section 28) 2 0 0 Fees applied for 29 SEP 1924
 Special Damage or Repair Fee (if any) 5 0
 Travelling Expenses (if chargeable) ✓
 Committee's Minute Deferred for comp.
 Assigned D.B.S.

Received by me, S. Peskett
 Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 28 APR 1925
 TUES. 17 NOV 1925

Liverpool 30 SEP 1924

009514-009521-0079

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

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

at all partly held
Completion before sailing.

at 12.1.24 when
the W.P. have been
adjusted under steam

R.A.
2/10/24.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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