

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

(Received at London Office)

MON. MAR. 24 1924

Date of writing Report 21 March 1924 When handed in at Local Office 21 March 1924 Port of Leith

No. in Reg. Book. 35116 Survey held at Leith Date, First Survey 12 Feb/24 Last Survey 21 March 1924 (No. of Visits 10)

Tonnage { Gross 629 Net 279 Vessel built at Middlesbro' By whom Smith's Dock Co. Ltd. When 1918

Nominal Horse Power 94 Engines made at Do. By whom Do. When 1918

No. of Main Boilers 1 Boilers, when made (Main) 1918 (Donkey) ✓

No. of Donkey Boilers 1 Owners Leith, Hull & Hamburg Ste. Ph. Co. Ltd. Port Newcastle Voyage Coasting

Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock Leith Water & Edinburgh Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Particulars of Examination and Repairs (if any) L. M. C.

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? yes

Donkey new boiler

not done, state for what reasons? ✓

parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 205 lbs

Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? 105 lbs

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes , and of the Donkey Boiler? ✓

Surveyor examine the drain plugs of the Main Boilers? none , and of the Donkey Boiler? ✓

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

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? ✓

now been changed? no If so, state reasons ✓

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? ✓

distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/8"

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

admits, pistons, slides, pumps, condenser, cranks, thrust, tunnel

tail shafts, sea cocks & their connections, propeller & stern bush

mined & found in order.

in boiler examined and found in order: new blow down cock for

boiler fitted to ship's side.

Donkey boiler fitted & securely fixed: new donkey boiler copper steam

tested by water to 200 lbs per sq. in.: donkey boiler copper feed pipes tested

water to 250 lbs per sq. in.: Donkey boiler examined under steam & found

order.

valves of main & donkey boilers adjusted under steam to above pressures

loss & steering engine examined & found in order.

1 Observations, Opinion, and Recommendation:—

early 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

by alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,11, E.&M.S. 9,11, or L.M.C. 9,11,

to B., F.D., &c.)

The machinery of this vessel is in good order, and eligible

remain as classed with fresh record of L.M.C. 3.24, also

tion for tail shaft 3.24

er Section 25)..... £ 7 - - - Fees applied for

er Dry Air..... £ 3.3 - - - 22-3-1924

er Repairs Fee (if any)..... £ Received by me, 2/4/24

er Section 24.)..... £

ences (if chargeable)..... £

Committee's Minute TUE. APR. 1 1924

signed Lmb 3.24

20B 24-1000

CERTIFICATE WRITTEN 12.4.24

A. T. Thomas Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

009522-009526-0219

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

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

L. 70. due 9.24. now held same ship
examined two donkey cranes fitted.

It is submitted that
this vessel is eligible for
THE RECORD. L. M. C. 3 24

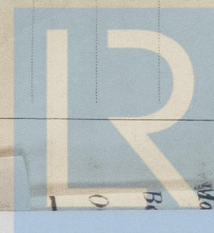
2.3.24

Note N.D.B 24 w.p. 100 lb

[Signature]
28/3/24.

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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