

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

(Received at London Office

11 MAY 1929

Date of writing Report 10th May 1929 When handed in at Local Office 10th May 1929 Port of Barrow-in-Warwick
No. in Survey held at Barrow Date, First Survey Nov 28th Last Survey May 9th 1929
1196 on the Machinery of the Wood, Iron or Steel Gun Drill (Bucket Dredger)
Gross 1226 Net 531 Vessel built at Port Glasgow By whom Hargreaves & Sons (Port Glasgow) Ltd When 1924-3
Engines made at Do By whom Do When 1924
Boilers, when made (Main) 1924 (Donkey) ✓
Owners L.M. & S. Railway Co Owners' Address London (If not already recorded in Appendix to Register Book).
Managers Do Port London Voyage Do
If Surveyed Afterwards in Dry Dock Graving Dock (State name of Dock.)
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

ast Report No. Port
Particulars of Examination and Repairs (if any) Boiling

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? ✓

as 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? no

Do. " Donkey " " " ✓

this was not done, state for what reasons? Boilers not due for Survey.

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

so 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? ✓

and the Surveyor examine the Safety Valves of the Main Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

and the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

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

, and of the Donkey Boiler? ✓

and the Surveyor examine the drain plugs of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

and the Surveyor examine all the mountings of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

as screw shaft now been drawn and examined? no 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? ✓

as shaft now been changed? ✓ If so, state reasons ✓

as the shaft now fitted been previously used? ✓ 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? 1/16 P. 1/16 S.

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

vessel placed in Dry Dock. The propellers, after end of stern bushes and the fastenings of the sea connections examined and found in good condition

General Observations, Opinion, and Recommendation: The machinery of this vessel as far as seen

(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.)

is now in good order and safe working condition and eligible in my opinion to remain as closed without fresh record of Survey.

Survey Fee (per Section 28) £ 19 Fees applied for
Special Damage or Repair Fee (if any) £ 19
(per Section 28.)
Travelling Expenses (if chargeable) £ 19 Received by me, Do

Committee's Minute WED. 22 MAY 1929

Assigned As now

W. C. C. C.
Engineer Surveyor to Lloyd's Register of Shipping.



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

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

Docking.

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.

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

②
17/5/29

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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