

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

(Received at London Office)

Date of writing Report 17. 3. 1927 When handed in at Local Office

Port of Kingston, Jamaica.

No. in Survey held at Kingston, Jamaica

Date, First Survey 21. 2. 2

Last Survey 17. 3. 1927

No. of Book 138 on the Machinery of the Wood, Iron or Steel "Isonomia"

Master H. W. Lyon

Gross 3902
Net 2475

Vessel built at W. Hartlepool

By whom W. Gray & Co. Ltd.,

When 1901 1

Registered 274

Engines made at W. Hartlepool

By whom Cen. Mar. Eng. Works

When 1901 1

Horse Power 2

Boilers, when made (Main) 1901

(Donkey) (1901)

of Donkey Boilers 1

Owners California S. S. Co.,

Port Panama

Voyage to United Kingdom

Main Pressure 250

If Surveyed Afloat or in Dry Dock

Afloat

Donkey Boilers -

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 Admitted now expired.	Machinery and Boiler Survey (including date of N.B., if any)
* 100 A 1 7.25 12.26		* L.M.C. 12.22 B.S. 12.26 75. 12.26 C.L.
ex. Cal. 2 - No. 3 - 12.22		

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 nature 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?

Was a damage report made by anyone else? If so, by whom?

Yes

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " " "

If this was not done, state for what reasons?

Did 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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

No

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?

No

, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers?

No

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

No

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons

Has the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

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

The following repairs were made:

Bush for steering chain drum renewed.

Port fan engine shaft straightened and new bearing fitted.

Star Boiler

Leaky combustion chamber stays Electrically welded

Boilers cleaned

Fire bars and bearers renewed

One check valve and seat renewed.

Check & Stop valves ground in

Port Boiler

Boiler cleaned

Check & stop valves ground in.

P.T.O.

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.&M.S. 9, 11, or *L.M.C. 9, 11, 140 lb., E.D., &c.)

To remain as now Classed without fresh record of Survey

Survey Fee (per Section 28) £ 17. 3. 1927
Special Damage or Repair Fee (if any) £ 21. 0. 0
(per Section 28.)
Travelling Expenses (if chargeable) £ 1. 5. 0

Fees applied for
17. 3. 1927
Received by me,
17. 3. 1927

Committee's Minute

FRI. 22 APR 1927

Assigned

Deferred

TUES. 31 MAY 1927

TUES. 5 JUL 1927

TUES. 26 JUL 1927

Engineer Surveyor to Lloyd's Register of Shipping.

009815-009826-0052

Lloyd's Register
Foundation

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

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

S. L. No 1 due 12.06
Minor repairs effected.

It is submitted that

this vessel is eligible to
remain as O.L.A.S.S.D.

Subject to the D.B. not being used
as the ballast donkey,
specially examined at the
next S.L.S. -

N.B. Exam. of sea com.
& circulating pumps
as part S.L.S.

W.D.
20/4/27.

N.B. - If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

Evaporator

Plunger supplied

Tank injection valve renewed

Tank and bilge valves ground in.

Examined H. P. Piston and H. P. Piston valve

Tank and bilge valves ground in

Renewed 12 ferrules in Feed Heater

Adjusted H. P. guide

Evaporator put in working order

Pat valves to circulating pipes repaired

Oil pipes put in order

Weirs pump overhauled and put in working order

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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