

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

(Received at London Office)

Date of writing Report 3rd April 1926 When handed in at Local Office 3rd April 1926 Port of Southampton

No. in Reg. Book. Survey held at Southampton Date, First Survey 21st April Last Survey 1st May 1926
(No. of Visits 4)

on the Machinery of the Wood, Iron or Steel Lug CLAUSENTUM

Gross Tonnage Vessel built at Southampton By whom J. J. Thornycroft & Co. Ltd. When 1926
Net Engines made at do By whom do When 1926

Nominal Horse Power Boilers, when made (Main) 1926 (Donkey) —

No. of Main Boilers Owners Southampton S. of W. & South of England Owners' Address —
(if not already recorded in Appendix to Register Book).

No. of Donkey Boilers Managers Royal Mail Steam Packet Co. Ltd. Port Southampton Voyage Howing purpose

Steam Pressure in Main Boilers —

in Donkey Boilers —

If Surveyed Afloat or in Dry Dock Afloat
(State name of Dock.) J. J. Thornycroft's

Last Report No. — Port —

Particulars of Examination and Repairs (if any) Rpn.

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? —

Do. " Donkey " " " " —

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? —

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.

Since the trials were run on this vessel, the forward journal of the starboard main engine crank shaft was found to be slack in the web. The crank shaft was removed from vessel and a new journal was forged, machined and sprung in the web. The crank shaft replaced and engine tested under full working conditions & found to be in order.

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., F.D., &c.)

For the information of the Committee

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

FRI. 7 MAY 1926

Committee's Minute

Assigned

See rpt. attached

A. J. Barnett
Engineer Surveyor to Lloyd's Register of Shipping.

01002- 010023- 0163

See endorsement on
Lon J.C. Report.

GA
5/26/6

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.



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