

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

(Received at London Office)

THU. 20 DEC. 1923

Date of writing Report 31/10/1923 When handed in at Local Office 31/10/1923 Port of Bull
 No. in Reg. Book. 32169 Survey held at Bull Date, First Survey 30/10/23 Last Survey 30/10/1923
 on the Machinery of the ~~Wood, Iron or Steel~~ "SAINT ROMINIQUE" (No. of Visits 1)
 Tonnage { Gross 2830 Vessel built at Horse By whom Thimptone & Co. When 1921
 Net 1806 Engines made at S Shields By whom S J Grey & Co When 1921
 Registered Horse Power { Boilers, when made (Main) (Donkey) -
 No. of Main Boilers {
 No. of Donkey Boilers {
 Steam Pressure in Main Boilers {
 in Donkey Boilers {
 Owners Frith S B & Co (1921) Port London Voyage -
 If Surveyed Afloat or in Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 (State name of Dock.) Alexandra Dry Dock

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking

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? a foot fit

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

Now done -
The propeller stern link and and sea connection fastenings examined and found in order

General Observations, Opinion, and Recommendation: The Machinery of this
 (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.)

vessel as now seen is in efficient condition and in my opinion eligible to remain as classified without further record of survey Subject to the reversing engine being again tried under steam after Hull report No 335/3

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

Committee's Minute 28 DEC 1923

Assigned

+ L.M.C. 6, 22 subject
filled for oil fuel 6, 22 H. above 150° F

TUES. 9 SEP 1924

Engineer Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN

010246-010253-0125

Lloyd's Register Foundation