

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

(Received at London Office)

Date of writing Report 19 When handed in at Local Office 24 JAN 1923 19 Port of Sunderland

No. in Survey held at Sunderland Date, First Survey 19 Dec '22 Last Survey 5 Jan 1923

Reg. Book NOT YET RECORDED on the Machinery of the Wood, Iron or Steel S/S AGE (No. of Visits 3)

Tonnage { Gross Vessel built at Sunderland By whom J. L. Thompson & Son Ltd When 1922
Net Engines made at Newcastle By whom Armstrong Whitworth & Co Ltd When 1922

Registered Horse Power { Boilers, when made (Main) 1922 (Donkey)

No. of Main Boilers Owners Howard Smith Ltd. (Managers) Port Melbourne Voyage Melbourne

No. of Donkey Boilers Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock (State name of Dock.)

in Donkey Boilers

Last Report No. Port

Particulars of Examination and Repairs (if any) Trial & Repairs.

(Periodical Surveys, when held, must be reported in detail and *seriatim* 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

At the request of the Owners' Representative the sea trials were attended when the main engines and auxiliary machinery was found satisfactory in all respects.

Repair The joint between the stern tube flange and after bulkhead found leaky. The wood packing now removed and the space filled in with molten lead.

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, (40 lb., F.D., &c.)

These particulars are forwarded for the information of the Committee.

Survey Fee (per Section 28) £
Special Damage or Repair Fee (if any) (per Section 28.) £
Travelling Expenses (if chargeable) £

Fees applied for
19
Received by me,
19

Committee's Minute

Assigned

FRI. 16 FEB. 1923

+ L.M.C. 1.23 C.L.

Listed for fulfil 1.23
J.P. about 1800

S. C. Davis

Engineer Surveyor to Lloyd's Register of Shipping.

010300-010308-0154

Lloyd's Register
Foundation

Survey for classification of
Machinery now completed.

See hull endorsement re date

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 for

THE RECORD. + LMC 1. 23.

Fitted for oil fuel 1. 23.
FP. above 150 °F.

CL.

Particulars for Reg Bk.
as per Report

[Signature]

14/2/23

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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