

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

(Received at London Office

25 MAY 1927

Date of writing Report 24th May 1927. When handed in at Local Office 24th May 1927. Port of BRISTOL.

No. in Survey held at BRISTOL Date, First Survey Jan 6 Last Survey May 17, 1927

2498 on the Machinery of the Wood, Iron or Steel Sc "PORTWAY" (No. of Visits 21)

Age { Gross 288 Net 107 Vessel built at Bristol. By whom Chas. Hill & Sons Ltd. When 1926

Nominal Horse Power { Engines made at Southampton. By whom Day, Summers & Co. Ltd. When 1920

of Main Boilers Boilers, when made (Main) (Donkey)

of Donkey Boilers Owners Holme Sand & Gravel Co. Owners' Address _____

Steam Pressure in Main Boilers Managers T. R. Brown & Sons Port Voyage

in Donkey Boilers Surveyed Afloat or in Dry Dock (State name of Dock.)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage

Periodical Surveys, when held, must be reported in detail and verbatim 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 details 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? Not required

Is a damage report made by anyone else? If so, by whom? None

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

Do. " " Donkey " " " "

Where this was not done, state for what reasons? _____

What parts of the Boilers could not be thus thoroughly examined? _____

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? 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?

Has shaft now been changed? If so, state reasons _____

Has 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?

What is the distance betweenignum vitæ 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

Damage on account of the L.P. journal ring breaking on the first trial trip also on account of the air pump rod bending on the second trial trip.

Now done "Exam": the cylinders, pistons & valves, crank shaft & the latter, HP connecting rod, air pump link, lower journals & made good.

Repairs: HP & LP cylinder heads, new HP & LP pistons new L.P. piston rod complete. New air pump complete with rods, bucket, head & foot valves

Note cracks on the star side of the condenser in line with the division plate have been pinned & brass patches fitted

Arrangements made for a new condenser to be fitted at a convenient opportunity.

General Observations, Opinion, and Recommendation: Convenient opportunity.

(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.)

The machinery of this vessel is now efficient in my opinion for the class contemplated subject to the condenser being renewed at a convenient opportunity.

Survey Fee (per Section 28) £ _____ Fees applied for 24th May 1927

Local Damage or Repair Fee (if any) (per Section 28.) £ 10.10.0

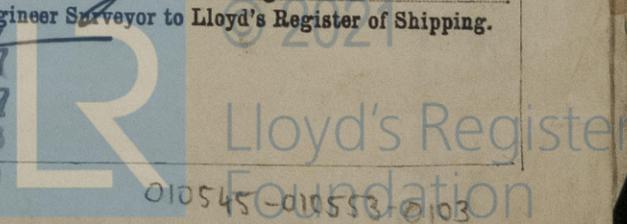
Printing Expenses (if chargeable) £ _____ Received by me, 25.5.27

Committee's Minute 27 MAY 1927

Signed See P. 6 of P. 11897 attached

John. L. Gwynne Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 12 AUG 1927
TUES. 13 SEP 1927
TUES. 8 DEC 1927
TUES. 12 JUN 1928
TUE. 19 MAR 1929



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

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.

See indorsement on 1st Entry report attached.

WD
25/5/27

H.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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