

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

23 JUN 1930

(Received at London Office)

Date of writing Report 4 June 1930 When handed in at Local Office 4 June 1930 Part of Calcutta
 No. in Reg. Book. 26986 Survey held at Cochin Date, First Survey 27 May Last Survey 31 May 1930
 on the Machinery of the Wood, Iron or Steel Dredger "LORD WILLINGDON" continuous attendance
 Tonnage { Gross 864 Vessel built at Penfrew By whom H. P. Simon & Co. Ltd When 1926-4
 Net 358 Engines made at Penfrew By whom H. P. Simon & Co. Ltd When 1926
 Nominal Horse Power 144 Boilers, when made (Main) 1926 (Donkey) ✓
 No. of Main Boilers 4SB Owners Madras Government Owners' Address Port Glasgow Voyage ✓
 No. of Donkey Boilers ✓ Managers ✓ (if not already recorded in Appendix to Register Book)
 Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Cochin Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers 180 (State name of Dock.)

Last Report No. PortParticulars of Examination and Repairs (if any) L.M.C. & T.S.

(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? Yes

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? Yes

To what pressure were they afterwards adjusted under steam? 183 lbs/sq. in.

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? Yes

, 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? Yes

, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? Yes

Is it fitted with continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? No 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? ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/16" P & S.

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

Vessel placed in dry dock. The propellers, sea connections, tail shaft & stern bushes examined & found in good order.

All cylinders, pistons, slide valves, crankshafts, thrust shafts, air pumps, circulating pumps, fuel pumps, bilge pumps, general service pumps & pumping arrangements examined. Steam steering engine examined. Condenser tested.

All boilers examined throughout, together with their mountings, manholes, doors & fastenings and found in good order.

Safety valves adjusted under steam.

Only minor running repairs were found necessary at this time.

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

The machinery of this vessel is in good condition, and eligible, in my opinion, to remain as classed with fresh notation of +L.M.C.-5,30 & record of CL-5,30.

Survey Fee (per Section 25) Penfrew £400/- Fees applied for 4.6.1930
 Special Damage or Repair Fee (if any) £ : : Received by me, 19
 Travelling Expenses (if chargeable) £ : : ✓

Committee's Minute FRI. 4 JUL 1930

FRI. 20 OCT 1930

Assigned +L.M.C. 5,30

CERTIFICATE WILLIAM.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

011047-011056-0261

11.10.1 due to 30 held

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.

Have 5-30

15-30

*DM
27/8/30*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2021
Lloyd's Register
Foundation