Rpt. 9.

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

No. 91954.

Date of writing Report ..... 19 .... When handed in at Local Office 18 MAY 1927 19 .... (Received at London Office 21 MAY 1927)

No. in Reg. Book. 60840 Survey held at Fleetwood Port of LIVERPOOL

on the Machinery of the ~~Wood, Iron~~ or Steel S.S. LOUGHRIGG (ex ETTRICK) Date, First Survey 25/2/27 Last Survey 13/5/1927 (No. of Visits 8.)

Tonnage { Gross 324 / Net 149 }

Nominal Horse Power { 87 N.HP

No. of Main Boilers One

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers See 1st

in Donkey Boilers ✓

Vessel built at Selby By whom Cochrane & Sons When 1918-9

Engines made at Hull By whom C D Holmes & Co Ld When 1918

Boilers, when made (Main) 1918 (Donkey) ✓

Owners Sam Robford & Co Ld. Owners' Address 17 Throgmorton Street. E.C.2. (if not already recorded in Appendix to Register Book).

Managers ✓ Port Fleetwood Voyage

If Surveyed Afloat or in Dry Dock (State name of Dock.) Wyre Dock & Slip

Last Report No. ..... Port .....

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Annual Survey expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ Steam Trawler 9.18		✠

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

Particulars of Examination and Repairs (if any) Re-instatement of Class

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? 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? ..... If so, state reasons .....

Is 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 between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? 1/8"

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

All cylinders, pistons, valves & chests, crank & thrust shafting, condenser, auxiliaries, pumps with valves & connections examined & found in good condition. Main steam pipe annealed & tested to 400 lbs/sq in.

Vessel placed on slipway: the propeller, stern bush, sea connections & their fastenings examined. Screw shaft drawn examined & found in good condition. The Boiler examined internally & externally with mountings found in good condition. Afterwards examined under steam & safety valves adjusted to 200 lbs/sq in.

Main stop valve seat renewed. Machinery overhauled & adjusted and afterwards manoeuvred under working conditions.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel

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.)

is in good condition and in our opinion eligible for re-instatement of Class, and to have record of ✠ LMC 5.27 & Screwshaft seen CL 5.27.

Survey Fee (per Section 28) ..... £ 8 : - : -

Special Damage or Repair Fee (if any) (per Section 28.) ..... £ : :

Travelling Expenses (if chargeable) ..... £ 1 : 14 : 0

Fees applied for ..... 19 ....

Received by me, 22.7.27 19 ....

C W Reed & J. T. Campbell

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute .....

Signed ✠ LMC 5.27

CERTIFICATE WRITTEN T.S. 5.27 C.L. E.L.

LIVERPOOL 20 MAY 1927

013890 -013899 -0335

If a Certificate required? If so, to be sent to

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Reclassification
Tubes & Boiler examined
throughout.

5.5.27 E.L.

(S) Lloyd

31/5/27

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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