

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

(Received at London Office THU. 17 MAR. 1921)

Date of writing Report 15th March 1921 When handed in at Local Office 15th March 1921 Port of Leith

No. in Reg. Book 4448-S Survey held at Leith Date, First Survey 17th Feb 1921 Last Survey 12th March 1921

4448-S on the Machinery of the Wood, Iron or Steel T.S.S. Robert Dollan Kurland Master (No. of Visits 19)

Tonnage Gross 10,900 Net Vessel built at Geestmunde By whom J. C. Tecklenborg A. S. When 1920

Registered Horse Power Engines made at Do By whom Do When 1920

No. of Main Boilers 5 Boilers, when made (Main) 1920 (Donkey)

No. of Donkey Boilers Owners Robert Dollan Co Port London Voyage New York

Steam Pressure in Main Boilers 200 lb If Surveyed Afloat or in Dry Dock Imperial (State name of Dock.)

in Donkey Boilers

Last Report No. Port

Particulars of Examination and Repairs (if any) L. M. C.

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? 205 lbs

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? Yes, 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 or two liners? or is it without liners?

Has shaft now been changed? No If so, state reasons

Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/16"

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Not complete - All the boiler mountings on the back of the 3 after boilers to be examined & dealt with as found necessary; all the bilge pumping arrangements in holds to be examined & tested. The above is intended to be done on vessel's arrival in New York.

Now done

Cylinders, pistons, slides, crossheads, pumps, clark thrust, tunnel & tail shafts, sea cocks & sea cock connections, propellers, stern bushes examined & found all in order.

Main boilers examined & found all in order. Safety valves adjusted under steam to above pressure.

Pumping arrangements in Engine & Boiler space examined & found in order.

Rose boxes fitted around all sections. All name plates on valves changed to English. The Bilge pumping arrangements in holds required to be

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, 149 lb., F.D., &c.)

The machinery of this vessel is in good order, and eligible in my opinion to have a record of L. M. C. 3.21 in the Register Book, subject to the above items being examined in New York, also rotation for tail shafts 3.21

Survey Fee (per Section 28).....	£ 50	Fees applied for	19
Special Damage or Repair Fee (if any) (per Section 28.).....	£ 2.2.0	Received by me,	19.4.1921
Travelling Expenses (if chargeable).....	all rights fee		

Committee's Minute FRI. 8 APR. 1921

Assigned to action Depledge

A. T. Thomas
Engineer Surveyor to Lloyd's Register of Shipping.

TUE. JUN. 14 1921
TUE. JUN. 21 1921
FRI. OCT. 14 1921

Lloyd's Register Foundation

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

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

T. S. P. "Robert Dallas"

examined & tested on vessel's arrival in New York.

The boiler mountings on the back of the 3 after boilers were found showing slightly porous under steam pressure. It was recommended that these mountings be examined on vessel's arrival in New York and dealt with as found necessary.

The engines were tried for about 3 hours under steam, and found to work satisfactory.

A. T. Thomas

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.

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

General Observations, Opinion, and Recommendation.

Received by me
A. T. Thomas



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