

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

(Received at London Office)

Date of writing Report

When handed in at Local Office 13 JUL 1924

Port of London Spanish

No. in Reg. Book 1800 Survey held at Spanish

Date, First Survey 19<sup>th</sup> June Last Survey 19<sup>th</sup> July 1924

Tonnage { Gross 878.37  
Net 858.87

Vessel built at Bilgax MPA

By whom Mississippi S.B. Corpn. When 1918-6  
By whom Tucker-Petters Ltd. When 1922

Nominal Horse Power  
No. of Main Boilers  
No. of Donkey Boilers  
Steam Pressure in Main Boilers  
in Donkey Boilers

Engines made at Spanish  
Boilers, when made (Main)

Owners The Duke of Westminster. G.C.V.O. Port Plymouth

Voyage

Last Report No. 17162 Port Yt.

Particulars of Examination and Repairs (if any) Bilgax MPA

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.	Year Assigned Applied.	Machinery and Boiler Surveys (including date of N.E., if any).
+12. A.1.6-23.		+L.M.C. 6-23
SS Ply. 22.		F.N.E. 22.

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 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?

Examined during construction at Messrs Tucker-Petters Works Spanish. 2 additional sets of Bilgax & Circulating pumps. 6" plungers by 7" stroke. The pump chambers & air vessels tested by hydraulic pressure to 50 lbs + found tight & sound. All stamped A.S.T. These pumps have been despatched to Southampton where they will be installed in the vessel.

## 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, E.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 eligible in my opinion to remain as classed.

Survey Fee (per Section 29) £ 3-3-0  
 Special Damage or Repair Fee (if any) (per Section 28.) £ : :  
 Travelling Expenses (if chargeable) £ : :

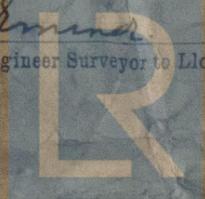
Fees applied for  
 22 JUL 1924  
 Received by me,  
 H. G. 19 24

A. E. Larman

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned Not for Classing Committee



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Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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

*As this vessel is no longer  
Classed with the Society  
Submitted no action is  
necessary on this Report.*

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.

*R.A.  
11/8/24.*

RECEIVED

RECEIVED

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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