

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

Date of writing Report

When handed in at Local Office 19 JUL 1924

(Received at London Office)

No. in  
Reg. Book

Survey held at Ipswich

Port of London Ipswich

1800

on the Machinery of the Wood, Iron or Steel

Date, First Survey 19<sup>th</sup> June Last Survey 19<sup>th</sup> July 1924Tonnage { Gross 878.37  
Net 858.87

Vessel built at Bilgus Mfr.

By whom Mississippi S.B. Corp. When 1918-6

Nominal  
Horse Power

Engines made at Ipswich

By whom Tickers-Pettus Ltd

When 1922

No. of Main Boilers

Boilers, when made (Main)

No. of Donkey Boilers

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

(Donkey)

Steam Pressure  
in Main Boilers

If Surveyed Afloat or in Dry Dock

Voyage

in Donkey Boilers

(State name of Dock)

Particulars of Classification (which must be inserted  
precisely as in Register Book & Supplements).CHARACTER  
X 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.  
SS. 17. 22.+L.M.C. 6-23  
F.N.E. 22.

Last Report No. 17162 Port Yt.

Particulars of Examination and Repairs (if any) Bilgus Mfr.

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

Has shaft now been changed? If so, state reasons

the shaft to permit of it being efficiently lubricated?

Is the shaft now fitted new?

Has it a continuous liner

Is an approved appliance fitted at the after end of

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 Tickers-Pettus Works Ipswich. 2 additional sets of Bilgus & 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.B.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 28) £ 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. 1924

Committee's Minute

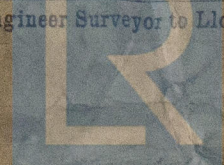
Assigned

Not for

Classing Committee

A. E. Farmer

Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation

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



*As this vessel is no longer  
passed 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

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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