

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

Date of writing Report Mar. 6<sup>th</sup> 1924 when handed in at Local Office Mar. 6<sup>th</sup> 1924 (Received at London Office SAT. MAR. 8 1924)  
 No. in Reg. Book. 1691 Survey held at Marseilles Date, First Survey Feb 15<sup>th</sup> Port of Marseilles Last Survey Feb 26<sup>th</sup> 1924  
 Tonnage Gross 878.87 Net 858.84 on the Machinery of the Wood, Iron or Steel Motor Light Flying Cloud. (No. of Visits 4)  
 Registered Horse Power ✓ Vessel built at Mississippi By whom S. B. Capin Belose When 1918  
 No. of Main Boilers ✓ Engines made at Spain By whom Kickers & Potters When 22  
 No. of Donkey Boilers ✓ Boilers, when made (Main) ✓ (Donkey)  
 Steam Pressure in Main Boilers ✓ Owners Duke of Westminster Port Plymouth. Voyage Comms.  
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

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 Assigned now or expired.	Machinery and Boiler Survey (including date of N.B. if any).
<u>+12 A.1. 7.226.23</u>	<u>6.23</u>	<u>+L.M.C. 7.22</u>
<u>S.5 Ph. 22.</u>		<u>+N.E. 22.</u>

Last Report No. ✓ Port ✓

## Particulars of Examination and Repairs (if any) Stem of W. Damage

(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? Report now enclosed.

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? No. 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? Complete.

Now done:- Start auxiliary engine No. 2. Cylinder & crank case renewed.

## 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, 140 lb., E.D., &c.)

This vessel's machinery is now in good and efficient condition and eligible to remain as classed

Survey Fee (per Section 28) £ Fees applied for 26/2 1924  
 Special Damage or Repair Fee (if any) £150.00 (per Section 28.)  
 Travelling Expenses (if chargeable) £ Received by me, 5/3 1924

Committee's Minute FRI. 14 MAR. 1924 FRI 18 JUL 1924

Assigned As now

A.P. Jones 2020  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W1104-0071

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

Insert character of ship and machinery precisely as in the Register Book.

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

Notes of survey  
1st Cylinder crank case of Starbo  
Amp. engine renewed.

It is submitted that  
this vessel is eligible to  
remain as **CLASSED**.

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.

*W.A.*  
*10/3/24*

RECEIVED

RECEIVED

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020  
Lloyd's Register  
Foundation