

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

12 APR 1926

(Received at London Office)

NEWCASTLE-ON-TYNE.

Date of writing Report 4/4/26 to When handed in at Local Office 9/4/26 10 26 Port of NEWCASTLE-ON-TYNE.

No. in Reg. Book 32948 Survey held at North Shields Date, First Survey 1st April Last Survey 9/4 1926
 on the Machinery of the Wood, Iron or Steel S/S "SHAKESPEAR" (No. of Vistas 3)

Tonnage Gross 2466 Vessel built at Sunderland By whom J.L. Thompson Wood When 1912-3
 Net 2149 Engines made at Stockholm By whom Donkey When 1912.

Nominal Power 244 Boilers, when made (Main) 1912. (Donkey) 1912. (see below).

No. of Main Boilers 2 Owners Shakespeare Shpg. Co. L^{td} Owners' Address London Voyage London

No. of Donkey Boilers 1 Managers Claver Bros. Port London Voyage London

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

No. of Donkey Boilers 100 (State name of Dock) Smiths Dock & Kingston

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) Bocking + D.B.S.

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 of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined.

Has a special damage report been made by anyone else? If so, by whom? no.

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no.

Has the "Donkey" Main Boilers not done, state for what reasons? no. Main Boilers not prepared for survey now.

Which parts of the Boilers could not be thus thoroughly examined? no.

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? no.

Has the Surveyor examine the Safety Valves of the Main Boiler? no. To what pressure were they afterwards adjusted under steam? no.

Has the Surveyor examine the Safety Valves of Donkey Boiler? yes. To what pressure were they afterwards adjusted under steam? 100 lbs/10"

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? no. and of the Donkey Boiler? yes.

Has the Surveyor examine the drain plugs of the Main Boilers? no. and of the Donkey Boiler? yes.

Has the Surveyor examine all the mountings of the Main Boilers? no. and of the Donkey Boiler? yes.

Has a new shaft now been drawn and examined? no. Is it fitted with continuous liner? no. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no.

Has a shaft now been changed? no. If so, state reasons. no. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no.

Has the shaft now fitted new? no. Has it a continuous liner? no. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no.

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 3/16"

Is the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? no.

Vessel placed in dry dock. Examination made of Propeller, found of stem bush & outside fastenings all of which are now in order.

On account of damaged condition of donkey boiler being beyond economic repair a second hand donkey boiler has been installed by the Owner complete with its mountings. This boiler has been examined internally & externally with safety valves, mountings doors & fastenings & has also been examined after installation on board & found satisfactory. Safety valves adjusted to working pressure as above.

General Observations, Opinion, and Recommendation: The boiler is marked:

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 S.L.M.C. 9.11, 140 lb., F.D., &c.)

The machinery of this vessel as far as now seen is in good order & in safe working condition & eligible in my opinion to remain as classified & have notation of NDB 21 refitted 26 & record of B.S. 4.26 when the main boilers have been surveyed in their entirety.

Survey Fee (per Section 75) £ 3.3.0 Fees applied for 10 APR 1926

Special Damage or Repair Fee (if any) £ (per Section 76.)

Travelling Expenses (if chargeable) £

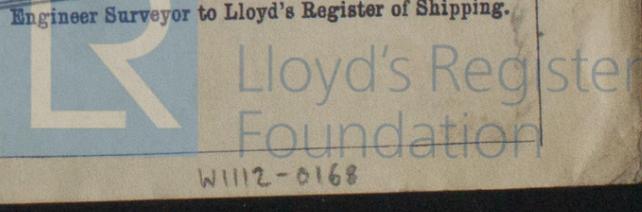
Received by me, 14 APR 26

Committee's Minute FRI. 16 APR 1926

Assigned D.B.S. H. 26

NDB 21 refitted 26

J. H. Haswell
 Engineer Surveyor to Lloyd's Register of Shipping.



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

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

A second hand Donkey Biler, built under
Special Survey in 1901, now fitted
Docking.

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.

This is eligible for
THE RECORD.

D.C.S. 426.

NOB 21 re fitted 26.

The Surveyors are requested to state
size of the D.B. Safety Valve
whether they are fitted
with casing gear
whether taken
from the Main
Bilers can
enter the
Donkey Biler

E.M.
14/4/06

RECEIVED

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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