

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

12 APR 1926

(Received at London Office)

NEWCASTLE-ON-TYNE.

Date of writing Report *9/4/26* When handed in at Local Office *9/4/1* 1926 Port of *NEWCASTLE-ON-TYNE.*

No. in Reg. Book *32948* Survey held at *North Shields* Date, First Survey *1<sup>st</sup> April* Last Survey *9/4 1926*

*on the Machinery of the Wood, Iron or Steel* *S/S SHAKESPEAR* (No. of Vessel *3*)

Tonnage Gross *3466* Net *2149* Vessel built at *Swanland* By whom *J. L. Thompson & Co. Ltd* When *1912-3*

Engines made at *Stockholm* By whom *Donkey* When *1912*

Boilers, when made (Main) *1912* (Donkey) *1912 (see below)*

Owners *Shakespeare Ship Co. Ltd* Owners' Address (if not already recorded in Appendix to Register Book) *London*

Managers *Glenn Bros.* Port *London* Voyage

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

Donkey Boilers *100*

Last Report No. *Port* *Docking + D.B.S.*

Particulars of Examination and Repairs (if any) *Docking + 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.

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

amage report made by anyone else? If so, by whom?

urveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *no.*

as not done, state for what reasons? *Donkey "Main Boilers not prepared for survey now."*

t parts of the Boilers could not be thus thoroughly examined?

at special means, in the absence of internal examination, were adopted by the or to assure himself of the thorough efficiency of those parts of each Boiler?

Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

ew 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?

aft now been changed? If so, state reasons

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?

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

Survey is not complete, state what arrangements have been made for its completion and what remains to be done?

*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 Owners 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.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 & 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 25) *£ 3 3 0* Fees applied for *10 APR 1926*

Special Damage or Repair Fee (if any) *£* (per Section 25.)

Travelling Expenses (if chargeable) *£*

Received by me, *14 APR 26*

Committee's Minute *FRI. 16 APR 1926*

Assigned *D.B.S. 4.26*

*NDB 21 refitted 26*

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1112-0168



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 submitted that  
this vessel is eligible for  
THE RECORD.

D.O.S. 426.

N.B. 21 re fitted 26.

The Surveyors are requested to state the 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.H.  
14/4/06

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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