

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

11 JUN 1925

Date of writing Report 9.6.25 When handed in at Local Office 9.6.25 Port of PLYMOUTH
 No. in Register Book 81694 Survey held at Plymouth Date, First Survey 24.4.25 Last Survey 9.6.1925
 Machinery of the Wood, Iron or Steel Se. W. "RUTH"
 Tonnage Gross 226 Net 89 Vessel built at Bowling By whom Scott & Sons When 1904
 Nominal Horse Power 38 Engines made at Glasgow By whom Ross & Duncan When 1904
 No. of Main Boilers 1 Boilers, when made (Main) 1904 (Donkey) ✓
 Owners Baker & Kermack & Co Owners' Address Cardiff Voyage Coasting
 No. of Donkey Boilers 1 Managers ✓ (if not already recorded in Appendix to Register Book)
 Steam Pressure in Main Boilers 120 lb. ✓ Surveyed Afloat or in Dry Dock Sutton Harbour & G. W. Dry Dock
 in Donkey Boilers ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Damage & S.S. in class.
 Particulars of Examination and Repairs (if any)
 (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 Repair made.
 Was a damage report made by anyone else? If so, by whom? Yes. Mr. Pullett for underwriters.
 Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.
 Do. " Donkey " " " none.
 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? Yes. To what pressure were they afterwards adjusted under steam? 120 lb.
 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? Yes. and of the Donkey Boiler? ✓
 Did the Surveyor examine the drain plugs of the Main Boilers? none and of the Donkey Boiler? ✓
 Did the Surveyor examine all the mountings of the Main Boilers? Yes. and of the Donkey Boiler? ✓
 Has screw shaft now been drawn and examined? Yes. 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? adjoining tank.
 Has shaft now been changed? No 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. DAMAGE. stated to have been caused by the vessel striking some submerged object at 2.10 pm. on 18th April 1925 whilst on a voyage from Plymouth to Cardiff. For further particulars see copy of damage report and logbooks.

Main engine and pumps opened out, crank, thrust and tail shafts sent to shop and tested in lathe.

The cylinders, pistons, slide valves, crank, thrust and tail shafts, all pumps and Condensers examined and put in good order.

Repairs Crank shaft put in lathe. Forward end and face of after coupling skimmed. No. 1 main bearing brasses renewed; Nos 10 & 2 main bearing bolts renewed.

Thrust shaft put in lathe; collars and couplings skimmed.

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.H.C. 9.11, 140 lb., F.D., &c.)

Forwarded for the information of the Committee in connection with 1st entry report.

Survey Fee (per Section 28) See 1st entry. Fee applied for 9.6.1925
 Special ~~Repair~~ Repair Fee (if any) 2-0-0.
 Travelling Expenses (if chargeable) ✓
 Committee's Minute FRI, 17 JUL 1925
 Assigned L.M.B. 6.25.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

CERTIFICATE WRITTEN

W1121-0328

2. 42 "BUTCH"

Thrust shoes remounted; thrust screws and nuts renewed.

Tail shaft put in lath and coupling faces.

All coupling bolts of shafting renewed.

H.P. slide valve machined and face with securing screw renewed.

H.P. & L.P. piston rods skinned; neck & gland bushes renewed.

H.P. & L.P. valve spindle cut & new ends welded on.

H.P. eccentric rods faced and refitted.

H.P. eccentrics and straps renewed.

H.P. & L.P. bottom end brasses remounted.

Feed pump ram renewed.

Bilge pump ram skinned; neck & gland bushes renewed.

Air circulating pump rods scored and skinned; neck & gland bushes renewed.

White metal ring fitted to circulating pump bracket.

One pump link bolt renewed, pump crosshead journals skinned; one half brass renewed & all link gear overhauled.

Feed pump valve seating renewed.

Repairs for class only Condenser tested and found satisfactory.

Pumping arrangement overhauled and three lead suction pipes and one large suction valve renewed.

Main steam pipes annealed and tested with satisfactory results to water line.

The steering engine and donkey pumps examined and found in good order.

M. Ma.