Rpt. 9

No. 44830

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

(Received at London Office -5 AUG 1925

Date of writing Report _____ 19 _____ When handed in at Local Office 28. 7. 1925 Port of Glasgow

No. in Reg. Book. 25876 Survey held at Glasgow Date, First Survey 19-6-25 Last Survey 30-6-1925 (No. of Visits 4)

on the Machinery of the ~~Wood, Iron or~~ Steel M/V "LIMERICK".

Tonnage { Gross ~~9000~~ 8684 / Net ~~5500~~ 5226

Nominal Horse Power } 1495

No. of Main Boilers _____

No. of Donkey Boilers _____

Steam Pressure— in Main Boilers _____

in Donkey Boilers _____

Vessel built at Port Glasgow By whom W. Hamilton & Co Ld When 1925

Engines made at Glasgow By whom J. Brown & Co When 1925

Boilers, when made (Main) _____ (Donkey) 1925

Owners Union SS Co of New Zealand Ld Port London Voyage _____

Managers _____

If Surveyed Afloat or in Dry Dock _____ (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 expired.	Machinery and Boiler Surveys (including date of N.B., if any).
Class contemplated		

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage

(Periodical Surveys, when held, must be reported in detail and seriatim 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 yes. copy attached.

Was a damage report made by anyone else? If so, by whom? W. F. Lindsay (for underwriters)

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 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 vitæ 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?

Damage. Fire stated to have been caused by loose oil becoming ignited in way of the after end of the port main engine bedplate. whilst the vessel was fitting out in the Queen's Dock Glasgow on 18th June 1925.

The port (Mitchell) thrust block was opened for examination; the bolts removed from the engine coupling and all was found fair, true and undamaged.

Bilge. tank and steam heating pipes, stated to have been involved, were examined and tested and found good and undamaged.

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., F.D., &c.)

The above particulars are submitted for the information of the Committee.

Survey Fee (per Section 28) £ : :

Special Damage or Repair Fee (if any) (per Section 28.) £ 3 : 3 :

~~Travelling Expenses (if chargeable)~~ SUNDAY FEE £ 2 : 2 :

Fees applied for 4/8/ 1925

Received by me, [illegible] 1925

L. C. Davis

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 4 - AUG 1925

Assigned See accompanying first entry report

WI97-0025

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

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

(The Surveyors are requested not to write on or below the space for Committee's Minutes.)

© 2020 Lloyd's Register Foundation