

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

(Received at London Office

-5 NOV 1930

-4 OCT. 1930

Port of

LIVERPOOL

Date of writing Report

19

When handed in at Local Office

19

Port of

LIVERPOOL

No. in
Reg. Book.

Survey held at

Birkenhead

Date, First Survey

18/9/30

Last Survey

2/10/1930

(No. of Visits

3)

79530 on the Machinery of the ~~Wood, Iron or Steel~~

S.S. "NEW COLUMBIA"

Tonnage { Gross 6574
Net 4044

Vessel built at Belfast

By whom Harland & Wolff Ltd

When 1920-6 mo

Nominal
Horse Power

517

Engines made at

"

By whom

"

When 1920

No. of Main Boilers

35B

Boilers, when made (Main)

1920

(Donkey)

✓

No. of Donkey Boilers

✓

Steam Pressure

180 lb

Managers Elder Dempster & Co Ltd

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port London

Voyage

✓

in Main Boilers

If Surveyed Afloat or in Dry Dock

Bever & Clayton

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
expiredMachinery and Boiler
Surveys
(including date of N.B., if any)*100 AI
Shelter deck with
freboard 5-30
SS hull N°2-29
Fitted for oil fuel 1-20 F.P. above
150°F.
Carrying vegetable oil in deep tank.*LMC 529
B.S. 5-30
T.S. CL 529

Last Report No.

Port

Particulars of Examination and Repairs (if any) T.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 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? ✓

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 Boilers? ✓

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? Yes Is it fitted with continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has shaft now been changed? No If so, state reasons ✓

Has the shaft now fitted been previously used? ✓ 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

good fit

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

Complete

Now done

Vessel placed in dry dock. Propeller, screw shaft, stern bush & outside fastenings of sea connections examined. Stern bush reworked

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.E.M.S. 9,11, or * L.M.C. 9,11, 140 lb., F.D., &c.)

as now seen, is in safe working condition & eligible in my opinion to remain as classed, with fresh record of T.S. C.L. 10-30

Survey Fee (per Section 28) £ :

Fees applied for

19

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

Received by me,

19

Travelling expenses (if chargeable) £ :

Alas R. Rawcliffe
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

LIVERPOOL

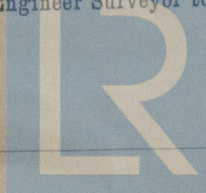
-4 NOV. 1930

Assigned

As now

T.S. 10-30. C.L.

MMS



Lloyd's Register

15000-0134

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

S. 10. 30

Run
6.11.30

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation