

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

(Received at London Office)

Date of writing Report 19... When handed in at Local Office 21. 11. 1923 Port of *South Bank* ERI NOV. 23 1923

No. in Reg. Book. Survey held at *South Bank* Date, First Survey 13. 11. 23 Last Survey *11. 11. 1923* (No. of Visits *3*)

5112 on the Machinery of the ~~Wood, Iron or Steel~~ *ESCLAHORE*.

Tonnage { Gross 5252
Net 3143

Vessel built at *Sunderland* By whom *R. Thompson & Sons Ltd* When *1920 - 4*

Nominal Horse Power } *517*
Engines made at *Do* By whom *N. E. Marine Eng Co Ltd* When *1920*

No. of Main Boilers *3* Boilers, when made (Main) *1920* (Donkey)

No. of Donkey Boilers Owners *P+O Stm. Nav. Co.* Port *Sunderland* Voyage *The East*

Steam Pressure—
in Main Boilers *180 lbs* Surveyed Afloat in Dry Dock *Smiths + L.N.E.R.* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) *Docking Day*

| CHARACTER. * for Special Survey, Date of last Survey and of Periodical Surveys. | Year Allowed how expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|--|------------------------------------|--|
| <input checked="" type="checkbox"/> 100A1 12-22 | | <input checked="" type="checkbox"/> LMC 4-20 T.S.C. |

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* Was a damage report made by anyone else? If so, by whom? *Not required*

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *No*

Do. " Donkey " " " *Boilers not due for survey.*

If this was not done, state for what reasons? *Boilers not due for survey.*

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? *No* 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? *No*

Has shaft now been changed? If so, state reasons *✓* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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? *1/4"*

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

Vessel placed in Dry dock. The Propeller after end of Stern bush and the fastenings of the sea connections examined, and found in good order.

Whilst the Vessel was proceeding from the Dry dock to L.N.E.R Dock to load. The Propeller was fouled by a Manila rope. This was cut away by a Diver, and the Vessel was tipped so that the guard ring and shaft could be examined, these were found to be scored bright, but nothing broken except cement covering which was renewed.

This examination was made at the request of the Master of the Vessel.

See copy of Interim Certificate attached.

General Observations, Opinion, and Recommendation:— *The Machinery of this Vessel as far as seen, is in good and safe working condition, and eligible, in my opinion to remain as now classed without fresh record of Survey.*

(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., T.D., &c.)

Survey Fee (per Section 28)..... £
Special Damage or Repair Fee (if any)..... £5.5
Travelling Expenses (if chargeable)..... £

Fees applied for 16. 11. 19 23
Received by me, 16. 11. 19 23

C. E. Wilkes.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 27 NOV. 1923

Assigned *Deferred*



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

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

Damage sustained by propeller
fouling wire rope
propeller examined.

N.B.—If this Report is copied by a 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.

S. due 4. 23. not examined
at this time.

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

1899

26/4/23

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation