

(Received at London Office

Last Report No. Port

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. *Original Aug. 28th 1917.*

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	"	"	"
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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?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has screw shaft now been drawn and examined? ☒ Is it fitted with continuous liner?

Has shaft now been changed?..... ✓ If so, state reasons

Is the shaft now fitted new? Has it a continuous liner?

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?

I surveyed the Harbord Boiler after Temporary repairs to the furnaces as shown on blue print transmitted herewith, had been effected, and found same had been carried out in a satisfactory manner, I examined the inside of furnaces and combustion chambers when Boiler was under Hydraulic pressure of 275 lbs per sq" i.e. the reduced pressure (W.P) of 150 lbs + 50% + 50 lbs, and found same satisfactory, I also examined the Boiler when under steam, The Safety Valves of both Boilers were adjusted to 150 lbs per sq."

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, with any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, E.S. 2,11, E.C.M.S. 2,11, or L.M.C. 2,11, 149 lb., F.D., &c.)


Temporary repairs to the furnaces of the Starboard Boiler were carried out in an efficient manner and that the Vessel may proceed under a reduced Boiler pressure of 150 lb. per sq. in. to her Port of discharge Hull, for renewal of both the damaged furnaces.

Committee's Minute

Assigned

TUES. 18 OCT 1927

FRL 17 FEB 1928


 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation
W1228-01140

Repairs effected to damaged furnaces
of the starboard boiler.
2 New furnaces to be fitted
at Hull.

For indorsement see Hull
Rpt No 38406.

ADL.
14/10/27.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Lloyd's Register
Foundation

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