Rpt. 9.

No. 37444

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

(Received at London Office -9 OCT 1926

Date of writing Report -8 OCT 1926 When handed in at Local Office -8 OCT 1926 Port of HULL.

No. in Reg. Book. Survey held at Hull Date, First Survey 30 Aug Last Survey Oct. 4th 1926. (No. of Visits 4.)

on the Machinery of the Wood, Iron or Steel

Tonnage { Gross / Net

Nominal Horse Power

No. of Main Boilers

No. of Donkey Boilers

Steam Pressure— in Main Boilers / in Donkey Boilers

Vessel built at Dublin By whom ✓ When

Engines made at Ipswich By whom Vickers-Petters Ld When

Boilers, when made (Main) ✓ (Donkey) ✓

Owners ✓ Owners' Address ✓ (if not already recorded in Appendix to Register Book).

Managers ✓ Port Voyage

If Surveyed Afloat or in Dry Dock Messrs Ams & Smith Ld - Works. (State name of Dock.)

Last Report No. Port

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 and expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|---|---|---|
| | | |

Particulars of Examination and Repairs (if any) Stern Gear

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 ✓

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? ✓

In what parts of the Boilers could not be thus thoroughly examined? ✓

By 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? ✓

Messrs Vickers-Petters Ld.
Engines 1058. 1059.

The propellers, propeller shafts, intermediate shafts, stern tubes bushes & bearings made by Ams & Smith Ld for the above Engines now satisfactorily completed.

The approved plans & forging reports sent herewith.

It should be noted for the first entry report, that the annular space between the tail shaft & the liner between bearings, has not been filled with plastic material

It is stated that the above materials have been sent direct to Dublin for installing on board.

General Observations, Opinion, and Recommendation:—The above report is sent for (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 information of the Committee, and for guidance in writing the first entry report.

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

Survey Fee (per Section 28) £ : :

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

Travelling Expenses (if chargeable) £ : :

Fees applied for 19

Received by me, 19

John Thackray.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED. 8 JUN 1927

Assigned See Dub. Rept. No 4559

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W1319-0311

This report should be forwarded to the London (Lpd) Surveyor for his information & guidance

L.S.
11/10/26.

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.

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