

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

(Received at London Office)

TUE. 10 OCT. 1921

of writing Report 2<sup>nd</sup> Oct. 1921When handed in at Local Office 15<sup>th</sup> Oct. 1921

Port of

PLYMOUTH

in Book. Survey held at Plymouth

Date, First Survey 12<sup>th</sup> OctLast Survey 2<sup>nd</sup> Oct. 1921

499 on the Machinery of the Wood, Iron or Steel

S. Afterglow

Master

YEAR. MONTH.

age { Gross 99  
Net 43

Vessel built at Lowestoft

By whom J. Chambers &amp; Co

When 1918 6

Registered 42

Engines made at Shrewsbury Bridge

By whom Pollitt &amp; Wiggell &amp; Co

When 1918

Main Boilers one

Boilers, when made (Main) 1918

(Donkey)

Donkey Boilers

Owners Crown Agents for the Colonies Port London

Voyage Falkland Islands

Main Boilers 180

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER.  
for Special Survey.  
Date of last Survey and of  
Periodical Surveys.Machinery and Boiler  
Surveys  
(including date of N.B., if any).+11 A 1 10.18  
For fishing purposes+2 L.H. 6.10.18  
[TS - CL]

Report No.

Port

Particulars of Examination and Repairs (if any) Condition

Local Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent 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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Furnaces &amp; combustion chambers only

"

Donkey "

"

"

If not done, state for what reasons?

not done for survey

If parts of the Boilers could not be thus thoroughly examined?

If 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?

Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Screw shaft now been drawn and examined?

Is it fitted with continuous liner?

or two liners?

or is it without liners?

Screw shaft now been changed?

If so, state reasons

Screw shaft now fitted new?

Has it a continuous liner?

or two liners?

or is it without liners?

The distance between lignum vitae of stern bush and top of after bearing of screw shaft?

not examined

If survey is not complete state what arrangements have been made for its completion and what remains to be done?

complete

in accordance with telegram from London dated 30/9/21 attended on board the vessel for the purpose of examining her condition.

The vessel is stated to have put back to Southampton on account of the Hull leaking, whilst there a plug that had been screwed into a test hole on the bottom of main boiler at end plate blew out & was replaced at that port by a plug screwed in on the water side riveted over it was also stated that a similar plug in port CC back was leaking & dealt with in a similar manner.

The furnaces & combustion chambers now examined & three types screwed plugs one in stub furnace one in stub CC & one in top of port CC have been fitted & plugs screwed in from the waterside of the boiler riveted over. The bilge suction in the engine room examined & found in order except the bilge injection the valve of which was not workable & the

General Observations, Opinion, and Recommendation:— The machinery of this vessel

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.)

now appears to be in a good & safe working condition & in my opinion eligible to remain as classed

Fee (per Section 28) £

£ 6. 6. 0

Fees applied for

15<sup>th</sup> Oct 1921

(per Section 28.)

£ 3. 14. 2

Received by me

15<sup>th</sup> Oct 1921

Expenses (if chargeable) £

Committee's Minute

FRI. OCT. 28 1921

Signed

As now

Frank A. Sturgeon

Engineer Surveyor to Lloyd's Register of Shipping

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Lloyd's Register

Foundation

A Certificate required - If so, to be sent to