

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

(Received at London Office 2 MAR 1928)

Date of writing Report 19 \_\_\_\_\_ When handed in at Local Office 25<sup>th</sup> Feb 1928 Port of Sunderland

No. in Reg. Book. 41641 Survey held at Sunderland Date, First Survey Feb. 1 Last Survey Feb. 21 1928  
(No. of Visits 4)

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "LANOVER"

Tonnage { Gross \_\_\_\_\_ Net \_\_\_\_\_ Vessel built at Sunderland By whom Bartram & Sons, L<sup>d</sup> When \_\_\_\_\_  
Engines made at Stockton By whom Blais & Co. (1926) L<sup>d</sup> When \_\_\_\_\_  
Nominal Horse Power \_\_\_\_\_ Boilers, when made (Main) \_\_\_\_\_ (Donkey) \_\_\_\_\_

No. of Main Boilers \_\_\_\_\_ Owners Anne Thomas S.S. Co. L<sup>d</sup> Owners' Address \_\_\_\_\_  
No. of Donkey Boilers \_\_\_\_\_ Managers E. Thomas Radcliffe & Co. Port London Voyage \_\_\_\_\_  
Steam Pressure in Main Boilers \_\_\_\_\_ Surveyed ~~at~~ in Dry Dock Greenwell's Dry Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers \_\_\_\_\_

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any) Damage.

(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. Not required.

Was a damage report made by anyone else? If so, by whom? Yes. Underwriter's Surveyor.

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 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? 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?

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? Close.

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

Now done for Damage stated to have been caused through (1) Vessel striking Quay Wall whilst entering South Dock Sunderland on 25<sup>th</sup> January 1928. (2) Vessel striking Quay Wall in South Dock Sunderland on 10<sup>th</sup> February 1928: -

Vessel placed in Dry Dock, and the Propeller, Stern Bush, outside fastenings of sea connections and Screw Shaft (drawn inboard) examined. Three blades found buckled.

Repairs for Damage: - New Bronze Propeller satisfactorily fitted. Screw Shaft tried in lathe for truth and found satisfactory.

General Observations, Opinion, and Recommendation: - The Machinery of this vessel as now seen is in a good and efficient condition, and eligible in my opinion to be classed and receive notation as recommended in Middlesbrough First Entry Report.

Survey Fee (per Section 28) £ \_\_\_\_\_

Special Damage or Repair Fee (if any) (per Section 28.) £ 3 3 0

Travelling Expenses (if chargeable) £ \_\_\_\_\_

Fees applied for 17 MAR 1928

Received by me, 10/3/28

Committee's Minute 10 MAR 1928

Assigned See Indb J.C.

13217

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A. I. Griffiths.  
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W189-0162

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

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

Damage due to vessel striking  
quay wall.

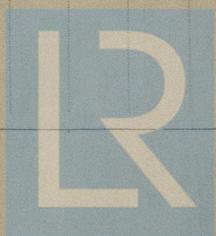
N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

Screw shaft, propeller, sea  
connections & outside fastenings &c.  
a new propeller fitted.

For endorsement see  
First Entry Report  
attached.

JWD.  
27/3/28.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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