

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

25 JUL 1925

(Received at London Office)

Date of writing Report 24 July 1925 When handed in at Local Office 24 July 1925 Port of NEWPORT, MON.  
 No. in Reg. Book. 26063 Survey held at NEWPORT, MON. Date, First Survey ✓ Last Survey 23rd July 1925  
 on the Machinery of the ~~Wood, Iron or Steel~~ S. 4951 S. "LORD STRATHCONA" (No. of Vents 2)  
 Tonnage { Gross 4335 Vessel built at Sunderland By whom W. Doxford & Sons, Ltd. When 1915-5  
 Net 4184 Engines made at Do. By whom Do. When "  
 Nominal Horse Power 612 Boilers, when made (Main) 1915 (Donkey) ✓  
 No. of Main Boilers 3 Owners Lord Strathcona & Co., Ltd. Owners' Address ✓  
 No. of Donkey Boilers ✓ Managers I. Harling & Son Port Montreal Voyage ✓  
 Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Channel by Rh  
 in Donkey Boilers ✓ (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.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>84100A1 1.23</u>		<u>84 LMC 4.23</u>
<u>SS 950.90.1.20</u>		<u>BS 8.24</u> <u>IS 3.24el.</u>

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

Particulars of Examination and Repairs (if any) Dock ing

Periodical Surveys, when held, must be reported in detail and serially 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? NoDo. " Donkey " "If this was not done, state for what reasons? Boilers not prepared for Survey. Vessel is to be soldAnd what parts of the Boilers could not be thus thoroughly examined? by Auction on 11 Aug. by Messrs K. & W. H. H. & Co.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? No information obtainableDid 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? NoIs 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 reasonsIs 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? 3"  
76"If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? ✓

Vessel placed in dry dock. Properly outside fastenings of Dra  
con. examined, 15" found broken off one propeller blade

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, E.S. 9.11, B.&M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

is for as far as is now in a good & efficient condition, eligible  
to remain as classed without Book Record, subject to  
propeller blade being examined.

Survey Fee (per Section 28) £ : : Fees applied for  
 Special Damage or Repair Fee (if any) £ : :  
 (per Section 28.)  
 Travelling Expenses (if chargeable) £ : :  
 Received by me, \_\_\_\_\_

Committee's Minute

THES. 23 JUL 1925

Assigned

As above

THES. 18 OCT 1925

FRI. 16 OCT 1925

THES. 27 OCT 1925

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register  
Foundation



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.

Jan  
27/7/25.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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