

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

(Received at London Office)

WED. MAY. 12 1920

Date of writing Report 1st April 1920 When handed in at Local Office 1st April 1920 Port of Barnes in Furness
 No. in Reg. Book. 34435 Survey held at Workington Date, First Survey 2nd March Last Survey 8th March 1920
on the Machinery of the Wood, Iron or Steel S/s "Dynamo" Master McKie & Basster
 Tonnage { Gross 801 Vessel built at Workington By whom R. Williamson & Son When 1920
 Net 344 Engines made at Glasgow By whom McKie & Basster When 1920
 Registered Horse Power (Donkey)
 No. of Main Boilers Owners Ellerman Wilson Line Ltd Port Hull Voyage
 No. of Donkey Boilers If Surveyed Afloat or in Dry Dock On Stocks
 Steam Pressure in Main Boilers (State name of Dock.)
 in Donkey Boilers

Last Report No. Port

Particulars of Examination and Repairs (if any)

(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?

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? Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons

Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitae 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?

Prior to the vessel being launched, the stern tube & the sea cocks & valves were examined, whilst being fitted, & on completion of fitting in place. The stern tube still requires to be bolted & jointed to the after-peak bulkhead; the flanges of all the sea-cocks & valves require to be cemented; the propeller shaft & propeller require to be fitted in place. These will be attended to by the Glasgow Surveyors, who have been advised. The E. & B. Seatings were examined & found in order. The stern tube was plugged & fitted with a blank flange, to allow of the vessel being towed to Glasgow, where the above will be completed & the machinery installed.

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, 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 above is forwarded for the information of the Committee

Survey Fee (per Section 28) £ : :
 Special Damage or Repair Fee (if any) £ : :
 Travelling Expenses (if chargeable) £ 3.1.0

Fees applied for
 to be collected
 by Glasgow
 Registered by me,
 Surveyor

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

Committee's Minute

GLASGOW

11 MAY 1920

FRI MAY 21 1920

Lloyd's Register
 Foundation

Assigned

See Glasgow Report No. 39933

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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