No. 84664

Rpt. 9.

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

(Received at London Office 29 OCT 1921)

Date of writing Report 29 OCT 1921 19 When handed in at Local Office 29 OCT 1921 19 Port of London (Ipswich)

No. in Reg. Book. 14681 Survey held at Uriwhoe Date, First Survey Aug 29th 1921 Last Survey Oct. 5th 1921 (No. of Visits 10)

on the Machinery of the ~~Wood, Iron~~ or Steel S.S. Burford Bridge & Erkundsund Master — Meek

Tonnage { Gross 391 Net 205 | Vessel built at Delfzijl By whom John Berg When 1916 (YEAR. MONTH.)

Registered Horse Power | Engines made at Do. By whom Do. When 1916

No. of Main Boilers | Boilers, when made (Main) 1916 (Donkey)

No. of Donkey Boilers | Owners Owlow S.S. Co. Ltd. (W.T. Jagger Mg.) Port London Voyage Coasting

Steam Pressure— in Main Boilers | If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Uriwhoe

in Donkey Boilers

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
Class contemplated		
Vessel built under Germanischer Lloyd's Survey		

Last Report No. Port

Particulars of Examination and Repairs (if any) L.M.C.

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? Yes

Do. " Donkey " " " No donkey boiler fitted.

If this was not done, state for what reasons? ✓

Parts of the Boilers could not be thus thoroughly examined? ✓

Special means, in the absence of internal examination, were adopted by the to assure himself of the thorough efficiency of those parts of each Boiler? ✓

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185 lbs

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? Yes, 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? Yes, and of the Donkey Boiler? ✓

Shaft now been drawn and examined? Yes Is it fitted with continuous liner? No liner Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Now been changed? No If so, state reasons ✓

Is 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? ✓

Distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? Nil.

If not complete state what arrangements have been made for its completion and what remains to be done? To Complete see below.

The main Engine cylinders, pistons, slide valves, crank, thrust tunnel shafting, condenser, pumps main and auxiliary with connections, condenser, stern tube, thrust, propeller, seacocks and valves & the machinery generally examined.

The main boiler examined internally and externally & found satisfactory. all mountings opened out and examined. The boiler examined under steam & the safety valves adjusted to 185 lbs. Engines & pumping arrangements tried under working conditions & found satisfactory.

Repairs: The main and auxiliary copper feed pipes removed. & those fitted with iron flanges, have now been fitted with copper & tested by hydraulic pressure to 450 lbs per sq inch & found by test sound.

The main steam pipe removed, annealed, & tested by hydraulic pressure to 370 lbs & found ~~tight~~ sound. Bilge & feed pumps skimmed up & new bushes fitted. & minor repairs effected

To complete the Survey & longitudinal $1\frac{3}{4}$ dia. to be fitted to the back tube plate at the wing spaces in main boiler. at first convenient opportunity. See See letter E. 23/9/21.

(The main Engine bilge pumps are connected to the main bilge line)

Final Observations, Opinion, and Recommendation :—

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, 40 lb., F.D., &c.)

The machinery of this vessel is in good condition, & eligible in my opinion for the notation of ✠ L.M.C. 10-21. subject to the 4 wing space stays being fitted at the first opportunity.

Fee (per Section 28) Special £ 15. 0. 0 Fees applied for 2/11/21

Surveyor's Fee or Repair Fee (if any) (per Section 28.) £ : : Received by me, 5-11-21

Expenses (if chargeable) £ 3. 5. 0

A. E. Farminer
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. NOV. 8 1921 TUE. 13 DEC. 1921

Signed L.M.C. 10.21 subject.

Certificate written

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

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

W295-0214

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