

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

(Received at London Office - 6 NOV 1941)

Date of writing Report Nov 4th 1941 When handed in at Local Office 5 NOV 1941 Port of SUNDERLAND

No. in Reg. Book 23806 Survey held at Sunderland Date, First Survey Oct 27th Last Survey Nov 3rd 1941 (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel FIRE CLOW

Tonnage { Gross 1261 Vessel built at Sunderland By whom S P Austin & Son Ltd When 1925-8
 Net 675 Engines made at Sunderland By whom R E Marine Eng Co Ltd When 1925

Nominal Horse Power { 158 Boilers, when made (Main) 1925 (Donkey) 1925

No. of Main Boilers 1 Owners Gas Light & Coke Co Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Stephenson Clarke & Sons Ltd Port London Voyage

Steam Pressure in Main Boilers 180 lb/sq in If Surveyed Afloat or in Dry Dock Pontoon (Austin's) (State name of Dock.)

in Donkey Boilers 100 lb/sq in

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

Last Report No. Port Particulars of Examination and Repairs (if any) Docking & SRL

(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? no

" " Donkey " " no

If this was not done, state for what reasons? Boiler Survey not due

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? ✓

State latest date of internal examination of each boiler ✓ Present condition of funnel(s) Efficient

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 Boilers? ✓

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? no Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has shaft now been changed? ✓ 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 date of examination of Screw Shaft ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5/32"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ✓

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

Now Done: Vessel placed on pontoon, propeller & outside fastenings examined & found in order.

NOTE: SRL, Circulating pump casing now renewed. Pump observed running under working conditions & found satisfactory.

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

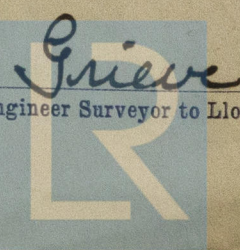
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, R.M.S. 9,11, & L.M.C. 9,11, or CS 3,34,

as now seen is in order & safe working condition & eligible in my opinion to remain as classed without fresh Record. (Reference to the circulating pump casing might be deleted from the Special Reasons List)

Survey Fee (per Section 29) £ : ✓ Fees applied for 19
 Special Damage or Repair Fee (if any) (per Section 29.) £ : ✓
 Travelling expenses (if chargeable) £ : ✓ Received by me, 19

Committee's Minute TUE 25 NOV 1941Assigned As nowWithout spl town

Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

W37-0093

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

Not for Special Conditions

I have
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