

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

(Received at London Office **9 APR 1929**)

Date of writing Report 14th April 1929 When handed in at Local Office 5th April 1929 Port of Sunderland

No. in Book 321 Survey held at Sunderland Date, First Survey Mar 5 Last Survey Mar 28 1929
on the Machinery of the ~~Wood, Iron or Steel~~ Steel S.S. "SIR WALTER SCOTT" (No. of Boats 9)

Tonnage { Gross 1465
 Net 886 Vessel built at Blyth By whom Blyth S.B.Co. Ld. When 1908.8th month
 Nominal Horse Power 181 Engines made at Sunderland By whom M. & Marinstyng Ld. When 1908
 of Main Boilers 1.5.8 Boilers, when made (Main) 1908 (Donkey) 1908 N.D.B. 29
 of Donkey Boilers 1 Owners Westoll Steamships, Ld. Owners' Address Sunderland
 Main Pressure— Main Boilers 180 Managers James Westoll, Ld. (if not already recorded in appendix to Register Book.)
 of Donkey Boilers 90 Surveyed ~~ashore~~ in Dry Dock Austin's Port Sunderland Voyage

Last Report No. _____ Port _____
Particulars of Examination and Repairs (if any) Ok, B.S. & N.D.B.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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 " " " " Yes

Was this not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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? Yes To what pressure were they afterwards adjusted under steam? 180 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 105 lbs

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boiler? Yes

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? Yes and of the Donkey Boiler? Yes

Has a 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?

Has a 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?

What is the distance between ligum vite or bearing metal of stern bush and top of after bearing of screw shaft? 3/16"

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

Work done for Docking: - Vessel placed in Dry Dock, and the Propeller, Stern Bush, and outside fastenings of Sea Connections examined and found satisfactory.

Work done for B.S.: - Main & Donkey Boilers examined internally & externally together, with the mountings, and the Safety Valves adjusted under steam to the pressures stated above.

The Donkey Boiler Shell & Crown Plates were found considerably wasted. As the expense would be considerable to make the Boiler efficient it was decided to renew same.

The Donkey Boiler was consequently dismantled, removed ashore and a new Vertical Donkey Boiler (Cochran Type) complete with mountings satisfactorily fitted in its place.

All furnaces in Main Boiler were slightly distorted (Max deflection 1/4") but are considered efficient P.T.O.

General Observations, Opinion, and Recommendation: The Machinery of this vessel as now (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, E.&M.S. 9, 11, or L.X.C. 9, 11, 149 lb., E.D., &c.)

is in a good and efficient condition, and eligible in my opinion to remain as classed with fresh record of Survey M.B.S. 3, 29 & notation N.D.B. 29.

The Donkey Boiler W.P. should be amended to 100 lbs in the Register Book.

Survey Fee (per Section 25) £ 3 0 0 Fees applied for 8 APR 1929
Special Damage or Repair Fee (if any) £ _____
Selling Expenses (if chargeable) £ _____
Committee's Minute FRI 19 APR 1929
Signed R.S. 29
By N.D.B. 29

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned or expired.	Machinery and Boiler Survey (including date of N.B. if any)
<input checked="" type="checkbox"/> 100.A.1. 4, 28.		<input checked="" type="checkbox"/> L.M.C. 4, 28.
S.S. S.H.L. N° 3 - 519.		1.S.(C.L.) 4, 28.
S.S. S.L.D. N° 2 - 28.		

RETAIN



Ad. due 4. 29 held.

Donkey boiler renewed.

It is submitted that
this vessel is eligible
FOR ESCORT.

Ad. 9. 29

NOV 29 100 £.

Amen's D.S. Press.

B.A.

12/4/29

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.

Repairs for Wear & Tear:-

Main Boiler:-

13 Plain & 3 Stay Tubes in Starb'd Wing, 1 Plain & 1 Stay in Starb'd Centre,
5 Plain & 4 Stay in Port Centre, & 7 Plain & 1 Stay in Port Wing renewed.
Tube Plate built up by E.A.P. in way of 2 Stay Tubes.
Centre Manhole Flange built up by E.A.P.
All Valve Lids skimmed up, & Blow Down Valve led renewed.

A. T. Griffith.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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