

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

No. 18571.

Date of writing Report 21st June 1926. When handed in at Local Office 22 June 1926. (Received at London Office 30 JUN 1926) Port of Greenock.

No. in Reg. Book 12620 Survey held at Greenock. Date, First Survey 1st April, 1926 Last Survey 19th June 1926. (No. of Visits 9.)

Tonnage { Gross 5049 Net 5156 Vessel built at Vancouver By whom J. Coughlan & Sons
Engines made at Liverpool. By whom Cammell Laird & Co When 1919-2.
Nominal Horse Power 534 5/8 Boilers, when made (Main) 1919 (Donkey) ✓ When 1920
No. of Main Boilers 3 Owners A. F. Perez. Port Santander. Voyage
No. of Donkey Boilers ✓
Steam Pressure in Main Boilers 180
in Donkey Boilers ✓
Surveyed Afloat or in Dry Dock Elderslie D.D.K. (State name of Dock.)

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.	Year Added now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A. 11-24.		+LMC 11-24.
88 B. 11-24.		TS 11-24 CL.

st Report No. Port
Particulars of Examination and Repairs (if any) NE & B S.

Medical 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 items being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials 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

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

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? Yes, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler?

Was the screw shaft now 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

Was the donkey shaft now drawn and examined? If so, state reasons Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/4"

Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete:-
or particulars of new engine see New Rpt. N° 80914 and for fitting on board, see
Old Rpt. N°:

Work done:- Propeller, end of tail shaft and stern bush, sea connections and fastenings examined and put in order.
Main boilers examined internally and externally together with their safety valves and mountings, put in order, and the safety valves adjusted under steam as stated. Superheaters examined externally, safety valves overhauled and adjusted under steam as stated.
Sea steam repairs:- Main stop valve seats on Port & star boilers renewed. Feed check valve and chest on Port boiler renewed. Valves and seats in feed checks on star & centre boilers renewed. Expansion joint on Aux Steam line overhauled, new gland bushes fitted. Perforated plate over Main injection renewed. 4 New propeller blades fitted. Propeller 17'-0" dia, 18'-0" pitch.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, is now, in a good order and condition, and eligible, in my opinion, to remain as classed, with fresh record of survey BS 6-26, and notation of +NE 6-26 as recommended in Rpt. N° 18571. The vessel's name may now be deleted from the Special Reasons List for examination of valves on Port and Centre boilers, and sea connections.

Fee (per Section 28) £ 4 : 0 : 0 Fees applied for 16th June 1926

Damage or Repair Fee (if any) (per Section 28.) £ : : Received by me, 26th June 1926.

Expenses (if chargeable) £ : : ✓

Committee's Minute GLASGOW 29 JUN 1926
Signed + NE 6, 26
BS 6, 26
Note M.B. pressure
Note Dia. A.P. cyl.

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Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation

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

W471-6613

Turbines, bearing & thrust block
removed & a set of new Reciprocating
Engines built under special survey
fitted. - B.S. due 11.25 hdd.

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.

It is submitted that
this vessel is eligible for
THE RECORD. + NE 6.26.
Delete Lubrication record. B.S. 6.26.
Serial T 34. 25. 44. 73-48
532 N.H.P. 12. Lpk
J. G. Kincaid & Co. Ltd.
Pressure 180 lbs.

It is submitted that
this vessel is eligible to
remain as **CLASSED**
without special
condition.

DA
27/26



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