

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

(Received at London Office DEC 30 1937)

Date of writing Report 22d December 1937 When handed in at Local Office 23 DEC 1937 Port of LIVERPOOL

No. in Reg. Book 01596 Survey held at Fleetwood Date, First Survey 29th November Last Survey 17th December 1937 (No. of Visits 6)

on the Machinery of the Wood, Iron or Steel "ADMIRAL CRADOCK"

Tonnage { Gross 235 Vessel built at Selby By whom Cochrane & Sons Ltd. When 1914. 5.
 Net 123 Engines made at Mull By whom C.D. Malone & Co. Ltd. When 1914.
 Nominal Horse Power 732 Boilers, when made (Main) 1914. (Donkey)
 No. of Main Boilers 152 Owners Saint Andrew's Steam Tug Co. Ltd. Owners' Address St. Andrew's Dock, Hull.
 No. of Donkey Boilers 1 Managers B.A. Parke (if not already recorded in Appendix to Register Book)
 Steam Pressure in Main Boilers 200 lb. Port Fleetwood. Voyage Fishing
 in Donkey Boilers 1 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Port LMC etc. etc.

(Periodical Surveys, when held, must be reported in detail and variation 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. S.S. 11.37 & previous correspondence.

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

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? ✓

State latest date of internal examination of each boiler. 3. 12. 37.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lb sq"

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 Boilers? ✓

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

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

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes 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? No 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. 14. 12. 37. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ft.

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

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

Now done: -

Vessel placed on slipway; propeller and underwater fastenings examined. Screw shaft (C.L.) drawn in & examined. Stern bush rewooded.

Examined main engine cylinders, pistons, valves & casings, thrust shaft, all pumps and pumping arrangement; Condenser (tested) HP Crank pin and Sea Connection.

The Owners requested that the foregoing be counted towards the MS due 6.38.

Main boiler examined internally and externally with its Safety valves, doors and mountings and its Safety valves adjusted under steam as above.

To complete the MS the following require to be examined: -

Crank shaft, electric lighting installation and main steam pipe. It was stated

General Observations, Opinion, and Recommendation:— (Please see followes)

(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.S.M.S. 9,11, L.M.C. 9,11, or CS 3,34,

The machinery of this vessel as far as now seen, is in safe working condition and, in my opinion, is eligible to remain as classed and to have fresh records of B.S. 12.37 and Screw shaft see Ch 12.37 and to have record of L.M.C. 12.37 when the machinery Survey has been completed as above.

Survey Fee (per Section 29) L.M.C. £ 6 : 0 : 0

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ : :

Fees applied for

24 DEC 1937

Received by me

15/12 1937

29 DEC 1937

John Lennie

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL

Assigned B.S. 12.37.

Note for M.S. T.S. 12.37 C.L.

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

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



Boilers and Boilers

1920

Boiler No. 1000

Boiler No. 1001

No. 1	1000	1000
No. 2	1001	1001
No. 3	1002	1002
No. 4	1003	1003

Boiler No. 1004

Boiler No. 1005

Boiler No. 1006

Boiler No. 1007

Boiler No. 1008

Boiler No. 1009

Boiler No. 1010

Boiler No. 1011

Boiler No. 1012

Noted

RP

8/1/38

© 2020

Lloyd's Register Foundation