

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

22 JUN 1935

(Received at London Office)

Date of writing Report 15<sup>th</sup> June 1935 When handed in at Local Office 17 JUN 1935 Port of LIVERPOOL

No. in Reg. Book 76841 Survey held at Liverpool Date, First Survey 28/5/35 Last Survey 7<sup>th</sup> June 1935

on the Machinery of the Wood, Iron or Steel Trim Lc. "Gloucestershire" (No. of visits 4)

Tonnage Gross 8252 Net 5148 Vessel built at Delfast. By whom Hartland & Wolff L<sup>d</sup>. When 1910.10.

Nominal Horse Power 823. Engines made at Delfast. By whom Hartland & Wolff L<sup>d</sup>. When 1910.

No. of Main Boilers 258 208 Boilers, when made (Main) 1910. (Donkey)

No. of Donkey Boilers  Owners Robt. Line L<sup>d</sup>. Owners' Address (if not already recorded in Appendix to Register Book.)  
Port Liverpool. Voyage

Steam Pressure in Main Boilers 256 Managers Robt. Line L<sup>d</sup>.

in Donkey Boilers  If Surveyed Afloat or in Drydock Both  
(state name of Dock.) Dunleath Quay Dock.

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Complexions 25 & 26.

(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?

" " Donkey " " " "

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 Ford main 5th Dec 28.5.35. After centre port-holes 3rd June

Did the Surveyor examine the Safety Valves of the Main Boiler?  To what pressure were they afterwards adjusted under steam? 256

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?  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 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 vite or bearing metal of stern bush and top of after bearing of screw shaft 9 3/16" P.S. 1/8"

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. please see L pool report nos. 105162.

nos. 105162.

*Examined 5th main engine HP, Both IP's & LP cylinders pistons & valves  
all inboard shafting pumps and Condensers.  
Examined propellers, all sea cocks & valves together with their fastenings and examined  
pumping arrangement.  
Examined all boilers externally & internally together with their mountings  
and adjusted safety valves under steam as stated above.*

## General Observations, Opinion, and Recommendation:—

(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.&M.S. 9,11, & L.M.C. 9,11, or R.L.M.C. 140 U., F.D., &c.)

*The machinery of this vessel is in safe working condition and  
stable in my opinion to remain as classed with fresh records  
of + LMC 5734. and B.S. 6.35.*

Survey Fee (per Section 29) £ 7 : - : - Fees applied for 21 JUN 1935

Special Damage or Repair Fee (if any) (per Section 29.) £ : : : Received by me 21 JUN 1935

Selling expenses (if chargeable) £ : : : 22/8

Committee's Minute \_\_\_\_\_

Signed + LMC 5734.  
B.S. 6.35. EBR

LIVERPOOL 21 JUN 1935 THE 31 DEC 1935 FRI. 17 JAN 1936

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation W495-0075

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

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

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15 June 25  
 Liverpool

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