

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

(Received at London Office MON. 21 FEB. 1921)

Date of writing Report 19<sup>th</sup> Feb<sup>y</sup> 1921 When handed in at Local Office 19<sup>th</sup> Feb<sup>y</sup> 1921 Port of Barrow-in-Furness

No. in Reg. Book 80727 Survey held at Barrow-in-Furness Date, First Survey 31<sup>st</sup> Jan<sup>y</sup> Last Survey 11<sup>th</sup> Feb<sup>y</sup> 1921 (No. of Visits 6)

80727 on the Machinery of the Wood, Iron or Steel s/s "Nash Light" Master R. J. Smith 19-20

Tonnage Gross 2526 Net 1401 Vessel built at Chepstow By whom Monmouth S.B. Co. Ltd When 1920 7

Registered Horse Power 2 Engines made at Manchester By whom British Westinghouse When 1920 (Donkey) 1920

No. of Main Boilers 2 Boilers, when made (Main) 1920 Owners Bristol Channel Steamers Ltd Port Cardiff Voyage Bristol Channel

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock afloat (State name of Dock.)

Last Report No. 15847 Port Hpl

Particulars of Examination and Repairs (if any) Repairs

(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

Do. " " Donkey " " " "  No

If this was not done, state for what reasons? Boilers not due for inspection

And what parts of the Boilers could not be thus thoroughly examined? None

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? Externally only

Did the Surveyor examine the Safety Valves of the Main Boiler?  To what pressure were they afterwards adjusted under steam? 200 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?  and of the Donkey Boiler?

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?

Was screw shaft now drawn and examined?  No Is it fitted with continuous liner?  or two liners?  or is it without liners?

Was shaft now changed?  If so, state reasons See note

Is the shaft now fitted new?  Has it a continuous liner?  or two liners?  or is it without liners?

State the distance between lignum vite of stern bush and top of after bearing of screw shaft? Complete

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

The replace 1<sup>st</sup> reduction pinions & wheels detailed in Manchester Rpt. No 4726 have now been efficiently fitted in place. On completion the engines were tried under steam, & after running for some time the gears were examined through the inspection doors of the gear case, & they appeared to be satisfactory.

At the request of the Owners Superintendent the safety valves of the Main Boilers were adjusted under steam to 200 lbs per sq inch, & the steam pressure gauges verified.

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, S.&M.S. 9.11, or L.M.C. 9.11, 140 lbs., E.D., &c.)

so far as seen, is in good order & condition, & is eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 28) £ 5

Special Damage or Repair Fee (if any) (per Section 28.) £ 5 : 5 : 0

Travelling Expenses (if chargeable) £ 0

Committee's Minute FRI. 4 MAR 1921

Assigned As now, subject

Fees applied for 19<sup>th</sup> Feb<sup>y</sup> 1921 Received by me, 21<sup>st</sup> Feb<sup>y</sup> 1921 Ebb.

John Houston 1921 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

PRELIMINARY

SEE LIMITATION LIST.

6600-2077

80727

No

Has a survey also been held on ship? If so, in the Report sent now, or when will it be sent?

10m.11.10.—Transfer 11k. (The Surveyor is requested not to write on or below the space for Committee's Minute.)

Verify certificate required if so, to be sent to

New pinions & wheels fitted  
to the reduction gear

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  
the vessel is eligible to  
remain as **CLASSED**,  
subject to the Water Tube Boiler  
being surveyed annually.

*W.D. A.P.R.*  
20/1/01.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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