

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

(Received at London Office TUE. 24 JUL 1923)

Date of writing Report 23. 7. 1923 When handed in at Local Office 23. 7. 1923 Port of Barry

No. in Reg. Book 18904 Survey held at Barry Date, First Survey 9. 7. 23 Last Survey 21. 7. 1923 (No. of Visits 12.)

Gross Tonnage 4928 Net Tonnage 4956 Vessel built at Glasgow By whom Barclay Curle, Glasgow 1919. 6

Registered Horse Power 1138 Engines made at ~ do ~ By whom ~ do ~ When 1919.

To. of Main Boilers 3 Boilers, when made (Main) 1919 (Donkey) 1920.

To. of Donkey Boilers 1 Owners British India Ste. Nav. Co. Ltd. Port Glasgow. Voyage Persian Gulf.

Team Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock Barry Gas Dock & afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) Part. + L.M.C. + 100 A. 1. 12. 22. Machinery and Boiler Surveys (including date of N.D., if any) + L.M.C. 6. 19. T.S. (E.L.)

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use 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 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?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Do. " Donkey " " " " Donkey boiler under steam.

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?

the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs per sq. in.

the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted under steam? 110 ~ do ~

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

the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boiler?

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

screw shafts 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?

shafts now been changed? No If so, state reasons Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Close. (Yew Wood)

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

the Donkey boiler to be examined in its entirety & its safety valves adjusted to working pressure.

the cylinder walls, with the exception of the S. P. port engine, to be examined.

all the Auxiliary feed pumps & their connections to be examined.

as Done.

The Main boilers examined in their entirety, and or put into good order & their safety valves adjusted under steam to above pressure.

the ends of all the butt straps, where found leaking, have been built up by the electric welding process.

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, R. & S. 9, 11, or L.M.C. 9, 11, 140 lb., S.D., &c.)

the Machinery of this vessel, as now seen, is in good condition & eligible, in my opinion, to remain as classed & to have fresh record T. S's. (E.L.) seen 4. 23 +

L.M.C. 4-23, when the survey, as above has been completed.

Fee (per Section 25) L.M.C. £150.0.0 Fees applied for 23. 7. 1923

Additional Damage or Repair Fee (if any) (per Section 25.)

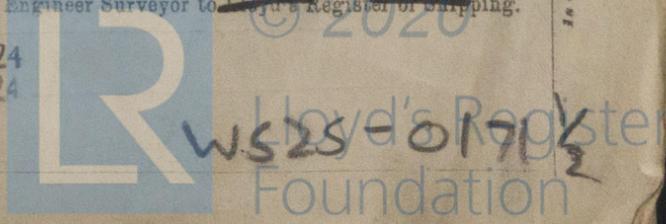
Printing Expenses (if chargeable)

Committee's Minute FRI. 3 AUG. 1923

signed Deffered N.D.B. 20 fitted 21

Thos. A. Ferguson Engineer Surveyor to Lloyd's Register of Shipping.

WED. 11 JUN 1924 FRI. 27 JUN 1924



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

In a Certificate required If so, to be sent to

P.L. 1. 1. 1. due 6.23. parts held completion not started. Both semi-weekly due 6.23 and

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is so much damped as to spread the ink, or to cause it to show through to the other side.

This submitted to the

survey has been completed as per report & the particulars of the work by boiler safety valves & stop valve regarding admission of steam from main to the boiler obtained

Both 5.7.23

3/7/23

T. S. S. "NYDDEA"

The pistons, rings, slide valves, faces, crank, thrust & tunnel shafting, air & circulating pumps, main feed & bilge pumps and the steering engine have been examined & found or put into good order. The condensers tubes have been drawn, cleaned & refurled and the condensers afterwards tested & found tight & satisfactory. The starboard engine thrust shaft placed in lathe & collars skinned true. All the thrust shoes have been reinstalled. Feed & Bilge pump rams skinned & the neck & gland bushes renewed. The Port main engine H. P. & I. P. valve spindles have been skinned true & neck & gland bushes renewed.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Docking.

Vessel placed in dry dock. Tail shafts drawn, examined & found in good order. Under halves of stem bushes rewooded. The sea connections & their fastenings & the propellers & their fastenings examined & found in good condition.

The Bureau superintendent informs me that the survey will be completed at the earliest opportunity.

Wm. A. Ferguson.

Wm. A. Ferguson also competent

RETAIN