

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

22 APR 1925

(Received at London Office)

Date of writing Report *April 25* When handed in at Local Office *20 APR 1925* *LIVERPOOL*
 No. in Reg. Book. *17357* Survey held at *Liverpool & Butehead* Date, First Survey *14 April 1925* Last Survey *14 April 1925*
 on the Machinery of the *Wood, Iron or Steel* *S.S. "Middleton"* (No. of Visits *X*)
 Gross *8869* Vessel built at *Newcastle* By whom *Swan Hunter & Bigg, Ltd.* When *1910 9*
 Net *5395* Engines made at *D* By whom *D* When *1910*
 Nominal Horse Power *1152* Boilers, when made (Main) *1920* (Donkey)
 of Main Boilers *518* Owners *Federal Steam Navigation Co. Ltd* Owners' Address
 of Donkey Boilers *104* Managers *Port London Voyage*
 in Main Boilers *104* Surveyed Afloat & in Dry Dock *Butehead & D* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Previous Report No. *Oil fuel, alterations* Port *L.M.C.*
 Particulars of Examination and Repairs (if any) *L.M.C.*

Periodical 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 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 dates 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.

Is 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? *Yes*

Was not done, state for what reasons?

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes*

To what pressure were they afterwards adjusted under steam? *180 lb.*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*

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? *Yes*

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? *Yes*

, and of the Donkey Boiler?

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?

Has shaft now been changed? *No* If so, state reasons

Has shaft now fitted new? *No*

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?

Is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? *Renewed.*

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

This vessel has been placed in Dry Dock - propeller, stern bush, sea connections and fastenings examined and found satisfactory. Screw shaft drawn & examined, satisfactory.

Turbines and gearing removed from vessel, and forwarded to Manchester for repairs and renewals - Copy of book there effected, herewith. New flexible guides seating fitted in accordance with approved plans, and timing gearing afterwards re-installed & secured. Tunnel & thrust bearing, pumps & condenser examined and overhauled.

All boilers and their mountings examined and found generally in good condition - a few stops rescrewed and small repairs effected. Oil fuel installation has now been satisfactorily fitted in accordance with approved plans and requirements of Sect 49 of Rules. *On Completion*

General Observations, Opinion, and Recommendation:-

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. 2, 11, B.S.M.S. 2, 11, or L.M.C. 2, 11, 140 lb., F.L.B., &c.)

The mach' of this vessel is in good condition & eligible in our opinion to remain as classed with fresh records of L.M.C. 4.25, screw shaft beam 4.25, fitted for oil fuel 4.25 Flat over 50'.

Survey Fee (per Section 25) *2/5 0 0*
 Oil fuel instal' *£ 10 10 0*
 Total Damage or Repair Fee (if any) *£ 2*
 (per Section 25.)
 Vetting Expenses (if chargeable) *£*

Fees applied for *20 APR 1925*

Received by me, *21 APR 1925*

Committee's Minute *LIVERPOOL*

Signed

+ L.M.C. 4.25

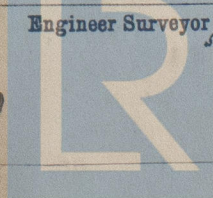
J.S. 4.25 C.L.

CERTIFICATE WRITTEN in duplicate 10/6/25

no more fees as paid.

J.D. Milton & B.G. Bedford

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W 53-0149

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

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

Ad. No. 1 due 9.24 now held.

Gear case bearing modified.
Piston re-bladed. Diaphragm part
renewed. Gearing part renewed.
Oil fuel bearing substituted.

N.B. - If this Report is copied by copying Press, special 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.

Fitted for oil fuel 4.25. 7.12.1907.
S4.25.

R.A.
25/4/06.

After repairs the machinery was examined under steam during
dock trial and found satisfactory, and safety valves
were adjusted to working pressure.

J. P. Milton

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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