

No. 9799L  
Report of Survey for Repairs, &c., of Engines and Boilers.  
(Received at London Office 13 DEC 1930)

Writing Report 11 Dec 1930. When handed in at Local Office 11 DEC. 1930. Port of LIVERPOOL  
Survey held at Liverpool Date, First Survey 28 Nov Last Survey 11 Dec 1930 (No. of Visits 3)  
on the Machinery of the Wood, Iron or Steel L. Inveravon  
Gross 6907 Vessel built at Belfast By whom Harland & Wolff Ltd When 1923. 3.  
Net 4239 Engines made at Belfast By whom Harland & Wolff Ltd When 1923.  
Main Boilers 4. Boilers, when made (Main) 1923. (Donkey) ✓  
Donkey Boilers 4. Owners British Mexican Petroleum Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)  
Pressure in Boilers 180 lb Managers A. Wein & Co Port London Voyage ✓  
If Surveyed Afloat or in Dry Dock Afloat & in Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
(State name of Dock.) Hercules Dock

Report No. Port  
Particulars of Examination and Repairs (if any) R.S. & D.K.  
Local Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.  
In cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined? ✓  
Has a damage report been made by anyone else? If so, by whom? ✓  
Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? R.S.  
" " Donkey " " " " ✓  
If not done, state for what reasons? ✓  
Have parts of the Boilers could not be thus thoroughly examined? ✓  
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? ✓  
Has the Surveyor examined the Safety Valves of the Main Boiler? R.S. To what pressure were they afterwards adjusted under steam? 180 lb  
Has the Surveyor examined the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓  
Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? R.S. , and of the Donkey Boilers? ✓  
Has the Surveyor examined the drain plugs of the Main Boilers? None , and of the Donkey Boiler? ✓  
Has the Surveyor examined all the mountings of the Main Boilers? R.S. , and of the Donkey Boiler? ✓  
Has the screw shaft now been drawn and examined? R.S. Is it fitted with continuous liner? R.S. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓  
Has the 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? ✓  
Has the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8.  
Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Examined all boilers alternately and internally together with their mountings and adjusted safety valves under steam as stated above.  
Examined the tail shaft propeller and fastenings of sea connection

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.A.M.S. 9,11, or L.M.C. 9,11, 150 lb., F.D., &c.)  
The machinery of this vessel is in safe working condition and suitable in my opinion to remain as classed with fresh records of B.S. 12.30 and Tail shaft seen. 12.30.

Fee (per Section 28) £ 5 : - : Fees applied for 12 DEC. 1930  
Damage or Repair Fee (if any) £ : : Received by me, 22/12/30  
Printing expenses (if chargeable) £ : :  
Committee's Minute LIVERPOOL 12 DEC. 1930  
Signed B.S. 12.30  
J.S. 12.30 CH.  
FRI. 21 OCT 1932  
FRI. 29 SEP 1939  
TUE. 16 OCT 1934  
TUE. 30 JUN 1936  
Lloyd's Register Foundation  
W536 0161



B.S. due 3. 29. Now held

Screw shaft examined

It is submitted that  
this vessel is eligible for  
THE RECORD

B.S. 12. 30

S. 12. 30

Hm  
15-12.30

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.

STANDARD OFS CONTAINED TO, 003, AT 10.00 AM 101 29. 11. 11



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