

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

(Received at London Office)

Date of writing Report

When handed in at Local Office

22 APR 1937

Port of SUNDERLAND

No. in Reg. Book

Survey held at

SUNDERLAND

Date, First Survey

Apr 13

Last Survey

Apr 16 1937

65635 on the Machinery of the Wood, Iron or Steel

TAYLOR

Tonnage Gross 204
Net 83

Vessel built at Southampton

By whom Wm. Summers & Co. Ltd.

When 1914 10

Nominal Horse Power 37 R.P.

Engines made at do

By whom do

When do

No. of Main Boilers 1

Boilers, when made (Main)

1914

(Donkey)

No. of Donkey Boilers 1

Owners F.N. Taylor

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Sunderland Voyage

Steam Pressure in Main Boilers 120 lb.

Managers If Surveyed Afloat or in Dry Dock on Board Ship

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 F.I.		+L.M.C.
12-36.		9-35.
N. Lic. No. 3-1-27.		N.S. 10-36.
N. Lic. No. 2-35.		Cl. 11-34.

Last Report No.

Port

Particulars of Examination and Repairs (if any)

(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 *yes not required*

Was a damage report made by anyone else? If so, by whom? *no*

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *no*

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? *no*

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

Present condition of funnel(s) *efficient*

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

To what pressure were they afterwards adjusted under steam?

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? *no* If so, state reasons

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 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 16/4/37

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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.

now done for damage to propeller - particulars not given.

Vessel placed on slipway propeller, screw shaft, stern tube bush and outside fastenings examined.

2 blades of propeller broken off.

Screw shaft tested in lathe and found true.

*Repair:- New cast iron propeller fitted.
Stern tube bush newwooded.*

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 * L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel, as now seen, is in an efficient condition and, in my opinion, to remain as classed with fresh Record of Cl. 4-37.

Survey Fee (per Section 29)

£

:

:

Special Damage or Repair Fee (if any)

£

:

:

Travelling expenses (if chargeable)

£

:

:

Fees applied for

Received by me,

10-6 1937

FRI 14 MAY 1937

Committee's Minute

Assigned

As now

Engineer Surveyor to Lloyd's Register of Shipping.



W552-0169

Lloyd's Register Foundation

Propeller renewed
S. Shaft - same

It is submitted that
this vessel is eligible for
THE RECORD.

S437

201

6/5/37



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Foundation