

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

(Received at London Office

20 APR 1928

Date of writing Report

19

When handed in at Local Office

18. 4.

10. 4. 18

Port of

NEWCASTLE ON TYNE

No. in
g. Book.Survey held at *Gateshead*

Date, First Survey

and

Last Survey

12 April 1928

(No. of Visits

1)

8460 on the Machinery of the Wood, Iron or Steel

S.S. MARDEN

Gross 742
Net 313Vessel built at *Glasgow*By whom *Thames & Mersey*

When 1904

Nominal
orse Power 134Engines made at *do.*By whom *Thames & Mersey*

When 1904

o. of Main Boilers

Boilers, when made (Main) 1904-1922

(Donkey)

o. of Donkey Boilers

Owners

Owners' Address

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

eam Pressure

Managers

Port *Newcastle* Voyage

in Main Boilers

If Surveyed Afloat or in Dry Dock

Gateshead Docks

(State name of Dock.)

Last Report No. 80733 Port *NWC*Particulars of Examination and Repairs (if any) *BS*

Periodical Surveys, when held, must be reported in detail and verbatim 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.

A 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?

As 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*

o. " " Donkey " " " "

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?

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?

, 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? 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? 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?

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

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

on done:- The main boiler with its manhole opened out & examined & found in safe working condition. Safety valves adjusted under steam to above pressure.

Repairs:- Lower manhole doors refitted; front end plate seam built up by electric welding & other minor repairs effected.

General Observations, Opinion, and Recommendation:- The machinery of the vessel as

(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, or L.M.C. 9,11, 140 lb., F.D., &c.)

for as seen is suitable in our opinion to remain as now classed & to have full record of B.S. 4.28.

Survey Fee (per Section 25) £ 2 0 0

Special Damage or Repair Fee (if any) £

Surveying Expenses (if chargeable) £

Fees applied for 19 APR 1928

Received by me 17.5.28

Committee's Minute TUES. 24 APR 1928

Assigned B.S. 4.28

W 583-0122

L. G. Shallcross

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

At due 1.28 held

*It is submitted that
this vessel is eligible for
THE RECORD. At 4.28*

*25.1.
23/4/28*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

