

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

(Received at London Office 20 APR 1928) NEWCASTLE ON TYNE

Date of writing Report 18. 4. 1928 Port of NEWCASTLE ON TYNE
 No. in Survey held at Gateshead Date, First Survey and Last Survey 12 April 1928
 (No. of Visits 1)
8460 or the Machinery of the Wood, Iron or Steel S.S. MARDEN
 Tonnage Gross 742 Vessel built at Glasgow By whom Thorneycroft & Co. Ltd When 1904
 Net 313 Engines made at do. By whom Thorneycroft & Co. Ltd When 1904
 Nominal Horse Power 134 Boilers, when made (Main) 1904-1922 (Donkey)
 No. of Main Boilers 1 Owners Thorneycroft & Co. Ltd Owners' Address Port Newcastle Voyage
 No. of Donkey Boilers 1 Managers Thorneycroft & Co. Ltd
 Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Gateshead Docks (State name of Dock.)
 No. of Donkey Boilers 1 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 80733 Port Newc.
 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 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 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.
 If a damage occurs 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?
 Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? YES.

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys	Years Assigned now applied	Machinery and Boiler Surveys (Including date of N.B., if any)
<u>+100 A. 11.26.</u>		<u>+L.M.C. 2.26.</u>
<u>+700 B. 3.22.</u>		<u>+N.B. 1.22.</u>
<u>+700 C. 7.01.26.</u>		<u>+S.C.L. 11.26.</u>
<u>CARGO BATTERS NOT FITTED.</u>		

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 lbs.
 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 the 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 the 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?
 Is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?
 If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? Complete
 Done:- The main boiler with its manhole opened out & examined & found to be in safe working condition. Safety valves adjusted under steam to above pressure.
 Repairs:- Lower manhole doors refitted; front end plate seam built up by chain welding & other minor repairs effected.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as far as seen is satisfactory in our opinion to remain as now classed & to have full record of BS. 4.28.
 (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.)

Survey Fee (per Section 29) £ 2 0 0 Fees applied for 19 APR 1928
 Special Damage or Repair Fee (if any) £ 17 5 0 Received by me 17.5.28
 Travelling Expenses (if chargeable) £ X
 Committee's Minute TUES. 24 APR 1928
 Assigned B.S. 4.28
 L.G. Shallcross
 Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation
 W583-0122

At due 1.28 held

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

*W.A.
23/4/28*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2021

Lloyd's Register
Foundation