

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

No. 80315

SAT. FEB. 28. 1920

of writing Report.

When handed in at Local Office

(Received at London Office)

Survey held at Birkenhead.

Port of LIVERPOOL

Date, First Survey Jan 14th

Last Survey Feb 17th 1920

(No. of Visits) 15

on the Machinery of the Wood, Iron or Steel

S. S. Warwickshire.

Master

YEAR. MONTH.

Gross 8012

Net 5061

Vessel built at Belfast

By whom Harland & Wolff Ltd

When 1902. 3.

Power 900

Engines made at

By whom

(Donkey) -

When 1902.

Main Boilers 4

Boilers, when made (Main)

Voyage

Donkey Boilers -

Owners Bibby Bros & Co. Ingers.

Port Liverpool.

Pressure 210

If Surveyed Afloat or in Dry Dock

Birkenhead Docks.

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

CHARACTER. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A1-6.19.</u>		<u>100 B1-4.19.</u>
<u>100 B1-3.19.</u>		<u>100 C1-1.19.</u>
<u>100 C1-1.19.</u>		<u>100 D1-1.19.</u>

Report No.

Port

Particulars of Examination and Repairs (if any)

Medical 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 the cause of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and the details 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.

Where 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? May be required. Was a damage report made by anyone else? If so, by whom? Mr. Satter.

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? As under, yes.

What parts of the Boilers could not be thus thoroughly examined? Yes.

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? Yes.

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

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes.

Did the Surveyor examine the drain plugs of the Main Boilers? Yes.

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

Has the screw shaft now been drawn and examined? Yes.

Has the shaft now been changed? Yes.

Has the shaft now fitted new? Yes.

Has the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Yes.

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

Completion of B.S. 1.20. Con. Rpt. No. 82600.

The foot S.E. Boiler examined throughout + the 2 D.E. + After S.E. Boilers

examined internally with all safety valves + mountings, + all safety valves adjusted

as above.

Damage Repairs stated due to striking dry canal Bank with starboard propeller.

See Con. Rpt. No. 82600.

Now done:- Starboard crankshaft lifted, all lower bearings remounted, a new 14" section

of shaft (No 3) fitted, the after section (now) tested in lathe + found to be true + refitted

all scheduled. 3 sets of coupling bolts renewed. Examd all thrust + tunnel shafting,

starboard tailshaft - continuous liner - tested in lathe + found true, - retained as spare.

+ a spare tailshaft - new continuous liner Refurb 11.12.18, now fitted. The scored 3rd

section of crankshaft was tested in the lathe, found to be true + usable + retained as spare.

General Observations, Opinion, and Recommendation:- This vessel's machinery as

State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.11, E.C.M.S. 9.11, or L.M.C. 9.11,

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, E.C.M.S. 9.11, or L.M.C. 9.11,

140 lb., F.D., &c.)

as far as seen is in good working order + eligible to remain as classed

+ to have fresh record of B.S. 1.20. V.L.S. 8.20. + fitted for oil fuel 2.20.

FP. above 150°F.

Fee (per Section 25)..... £ 2.10.0

Damage or Repair Fee (if any)..... £ 5.5.0

Oil fuel installation..... £ 5.5.0

Other Expenses (if chargeable)..... £

Committee's Minute

igned

Fees applied for

19

Received by me,

9/4/1920

10

A. J. Barnett

Engineer Surveyor to Lloyd's Register of Shipping.

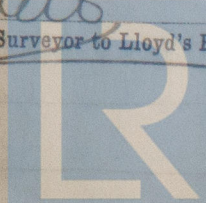
LIVERPOOL

27 FEB 1920

B.S. 1.20

note 2.20

Fitted for oil fuel 2.20 FP above 150°F



Lloyd's Register Foundation

W584-013412

B.S. due 4.20 part held 1.20 completed

On acc of damage through striking
Bonal bank. screw shaft drawn
crank shaft renewed to screw shaft
changed all shafting examined &
other repairs. Oil burning installed

It is submitted that
this vessel is eligible for
THE RECORD. B.S. 1.20

Boat S. 2.20

Fitted for oil fuel 2.20 F. Palmer / 50°F

H/3/20

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St. Warwickshire.Damage Repairs.

The HP. & DP crosshead braces were re-metalled & the pins skimmed up & refitted.

Examined propellers & fastenings of sea connections in drydock, all found in good condition. Two spare blades have been fitted on the starbd. propeller & one blade refitted.

Starbd. engine examined working satisfactorily under steam on completion of repairs.

An oil fuel burning installation has been fitted in accordance with the approved plans & the requirements of the Rules. Two settling tanks have been satisfactorily tested, & together with the pumps heaters &c are fitted in a separate pump room connected to the forward stokehold; the controls to steam for pumps & fire extinguishers oil & settling tank suction have been led to the deck. Oil filling & suction pipes are fitted to nos. 1, 2, 5 & 6 D.B. & A.T. tanks; the necessary valves to isolate the sea, fresh water, tanks & bilges have been fitted.

On completion this installation was satisfactorily tested while working on the main Boilers.

A. J. Barnett