

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

(Received at London Office)

Date of writing Report 19 When handed in at Local Office 23 JAN. 1928 Port of LIVERPOOL

No. in Reg. Book. 8597 Survey held at Birkenhead Date, First Survey 9<sup>th</sup> Dec/27 Last Survey 20<sup>th</sup> Jan 1928 (No. of Visits 15)

on the Machinery of the Wood, Iron or Steel Irwin & Co. "WARWICKSHIRE"

Gross 8012 Vessel built at Belfast By whom Harland & Wolff Ltd When 1902-3

Net 5061 Engines made at B. By whom D. When 1902

Nominal Horse Power 903 Boilers, when made (Main) 1902 (Donkey) ✓

No. of Main Boilers 208 Owners Bibby S.S. Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book).

No. of Donkey Boilers 258 Managers Bibby Bros. & Co. Port Liverpool Voyage

Team Pressure in Main Boilers 210 lb. ✓ Surveyed Afloat ✓ in Dry Dock Morpeth & East Coast (State name of Dock.) also Birkenhead Drydock

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

Last Report No.  Port Particulars of Examination and Repairs (if any) Comp. L.M.C.

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.

On 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? ✓

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? No

Do. " Donkey " " " " ✓

this was not done, state for what reasons? ✓

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? ✓

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 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? ✓, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? Port only Is it fitted with continuous liner? Yes 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 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Port, a good fit. Stern 1/8"

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

See Liverpool report no. 91921 & 90450.

Now done - Vessel placed in drydock. Propellers, port stern bush, outer end of starboard stern bush, port screwshaft, seacocks and fastenings examined. Port stern tube bush renewed and rewooded. Two small cracks (longitudinal) found at aft end of port stern tube in way of stern bush do not affect the efficiency of the tube.

LMC. The starboard main engine cylinders, pistons, valves, crank thrust and intermediate shafting, condenser, pumps & their connections and all auxiliaries examined and found efficient.

Circulating pump shell repaired and clearance of impeller made correct.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is, so far as seen, in efficient condition and, in my opinion, eligible to remain as classed with fresh record of LMC 7.26 as previously recommended and of port screwshaft (C.L.) seen 1.28. Vessel's name to be deleted from limitation list.

(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, E.S. 0.11, B.E.H.S. 0.11, or L.M.C. 0.11, 140 lb., F.D., &c.)

Survey Fee (per Section 88) £ : 19 Fees applied for 19

Special Damage or Repair Fee (if any) £ : 19 Received by me, 19

Travelling Expenses (if chargeable) £ : 19

Committee's Minute

Assigned

+ LMC 7.26.

T.S. (h) 1.28. Ch.

W. S. Shields.

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 3 FEB 1928

Lloyd's Register Foundation

W584-0142



Post store book renewed.

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.

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