ot. 9.

No. 98141

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

(Received at London Office 22 NOV 1932)

te of writing Report 21/11/ 1932 When handed in at Local Office 21/11/ 1932 Port of London

in Book. Survey held at London Date, First Survey 18 Nov Last Survey 21st Nov 1932 (No. of Visits 2)

254 on the Machinery of the ~~Wood~~, ~~Iron or~~ Steel Se Sr PANCRAS

age { Gross 4436 / Net 2809

minal e Power } 446

f Main Boilers 2SB / 1 aux

f Donkey Boilers ✓

n Pressure— Main Boilers 180

aux ~~Donkey~~ Boilers 180

Vessel built at Newcastle By whom Hawthorne Leslie & Co Ld When 1911-9

Engines made at do By whom N. E. Mar Eng Co Ld When 1911

Boilers, when made (Main) 1911 (aux ~~Donkey~~) 1911

Owners Booth S. S. Co Ld Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Liverpool Voyage

~~If~~ Surveyed Afloat ~~or in Dry Dock~~ North Woolwich Buoys River Thames (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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100 A-1 Shelter deck with freeboard 5·31		+L.M.C 12·28 B.S. 5·31 T.S. 5·31 (CL)
S.S. Liv No 3-12·23		
S.S. Liv No 1-28		

st Report No. Port

rticulars of Examination and Repairs (if any) GEN. EXAM.

odical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the se of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on ount of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and des being detailed in the body of the report, should be briefly summarised at the end of the report. State also the es and initials of any letters respecting this case. S- 15/11/32

amage 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 ✓ Interim Cert issued Copy attached

a damage report made by anyone else? If so, by whom? ✓

he Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes. P & S.

o. " aux ~~Donkey~~ " " " No.

s was not done, state for what reasons? Aux boiler under steam and previously examined.

what parts of the Boilers could not be thus thoroughly examined? ✓

what special means, in the absence of internal examination, were adopted by the rveyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

he Surveyor examine the Safety Valves of the Main Boiler? No To what pressure were they afterwards adjusted under steam? 180 lbs per □"

he Surveyor examine the Safety Valves of aux ~~Donkey~~ Boiler? No To what pressure were they afterwards adjusted under steam? 180 lbs per □"

e Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the aux ~~Donkey~~ Boilers? No

e Surveyor examine the drain plugs of the Main Boilers? ✓, and of the aux ~~Donkey~~ Boiler? ✓

e Surveyor examine all the mountings of the Main Boilers? No, and of the aux ~~Donkey~~ Boiler? No

crew shaft now been drawn and examined? No 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? ✓

shaft now been changed? No If so, state reasons ✓

he 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? ✓

the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft Not seen

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

The Port and Starboard main boilers examined internally and externally. The furnaces and combustion chambers found pitted and corroded, but considered efficient for the proposed voyage from London to another ~~U.K.~~ port in Holland and from thence to a port in the Mediterranean, where, it is stated, the vessel is to be broken up.

The boilers have also been examined under steam, and all safety valves adjusted under steam as above, also main engines and auxiliaries examined generally, tried under steam and found satisfactory.

Note- See also New York Report No 34055

neral Observations, Opinion, and Recommendation:— The machinery of this vessel (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.)

o far as now seen, is eligible for the record of + L.M.C. 12·28. ~~B.S.~~ She retained the Register Book, for a voyage from London to a ~~U.K.~~ port in Holland and from thence to a Mediterranean port, where it is stated, the vessel is to be broken up.

ey Fee (per Section 29) £ 3 : 3 : 0 Fees applied for 22 NOV 1932

ial Damage or Repair Fee (if any) (per Section 29.) £ :

elling expenses (if chargeable) £ ✓ : : Received by me 23/11/ 1932

TUE. 22 NOV 1932 TUE. 31 JAN 1933

Robert Rae
Engineer Surveyor to Lloyd's Register of Shipping.

mmittee's Minute

signed Deferred F.D.

W585-0299

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

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