

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

28 APR. 1934

(Received at London Office 30 APR 1934)

Port of LIVERPOOL

When handed in at Local Office 28/4/34 Date, First Survey 26/4/1934 Last Survey (No. of Visits)

Survey held at Liverpool on the Machinery of the Wood Iron or Steel

Gross 4530 Net 2806 Vessel built at Belfast By whom Harland & Wolff Ltd When 1904-9

Engines made at Do Boilers, when made (Main) 1904 By whom (Donkey) When 1904

Main Boilers 3 Owners Royal Mail Line Ltd Owners' Address (if not already recorded in Appendix to Register Book.) Port Belfast Voyage

Key Boilers 1 Managers W. Langdon

Boilers 205 Surveyed Afloat or in Dry Dock (State name of Dock.)

Report No. Port

Particulars of Examination and Repairs (if any) General Examination

at Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on of Damage (the cause of which must be stated) should be separated from repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the and initials of any letters respecting this case.

ge cases where the Surveyor has not made a special damage report he is required to state whether he ed his services for this purpose, and why they were declined

amage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ho.

as not done, state for what reasons? Boilers full of water.

at parts of the Boilers could not be thus thoroughly examined?

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

test date of internal examination of each boiler

Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

ew shaft now been drawn and examined? ho. 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?

aft now been changed? If so, state reasons. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

e 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?

ate of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Engine parts, when referred to by numbers, should be counted from forward.

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

General Examination carried out of the Main Engines, Auxiliaries, Boilers & piping arrangements.

Boilers examined externally, & furnaces on the fire side, & the fit of the manhole doors examined.

The outside furnace of the Centre boiler somewhat deteriorated but efficient.

General Observations, Opinion, and Recommendation:-- The Machinery of this vessel, as per

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

ter class is now in a satisfactory condition & eligible to remain as classed

without fresh record of survey, subject to the vessel being broken up on discharging

of coal cargo at a port in Italy.

Fee (per Section 29) £ 2 : 2

Sub. test: £ 2 : 2

Damage or Repair Fee (if any) £ 2 : 2

(per Section 29.) £ 2 : 2

Travelling expenses (if chargeable) £ 2 : 2

Committee's Minute

Assigned

Received by me

Engine Surveyor to Lloyd's Register of Shipping.

© 2020

Lloyd's Register

Foundation

588-0013