

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

(Received at London Office)

10 APR 1934

Date of writing Report 9th Apr 1934 When handed in at Local Office 9th Apr 1934 Port of BRISTOLNo. in Reg. Book. Survey held at AVONMOUTH Date, First Survey 12th March Last Survey 14th March 193440814 on the Machinery of the Wood Steel Sc "NILES"(No. of Visits 3)Tonnage { Gross 4819
Net 3035Vessel built at Sunderland By whom Bartlam & SonsWhen 1912 11Nominal Horse Power { 401Engines made at - do -By whom J. Dickinson & Sons When 1912

(Donkey) ✓

No. of Main Boilers 3Boilers, when made (Main) 1912Owners L. A. Embiricos

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Andros

Voyage

No. of Donkey Boilers ✓

Steam Pressure in Main Boilers 180

Managers ✓

Surveyed Afloat & in Dry Dock Avonmouth

(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 A1. 11, 33. so Pit. 2nd 103-11, 33.		* LMC-11, 33 TS-11, 33-CL

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage

(Periodical Surveys, when held, must be reported in detail and serially 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.)

In 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 Not required

Was a damage report made by anyone else? If so, by whom? None madeDid the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do. " Donkey " " " " ✓

If 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? _____

State latest date of internal examination 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 Boilers? ✓

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? 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? ✓

Has 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? ✓

State date 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 3/6

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

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

Issue placed in dry dock. Propeller fastenings of the stern bush of the screw connection exam^d found in order

Note The vessel has left this port on tow for Glasgow & to be broken up

General Observations, Opinion, and Recommendation:— The machinery of this vessel is
(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. 2, 11, B.S.M.S. 2, 11, or * L.M.C. 2, 11, 140, 1b., F.D., &c.)

slight in my opinion to remain as now classed without further
work

Survey Fee (per Section 29) £ : ✓ Fees applied for
Special Damage or Repair Fee (if any) £ : :
(per Section 29.)
Travelling expenses (if chargeable) £ : :
Received by me, _____

Committee's Minute TUE. 24 APR 1934Assigned As now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

WS89-0185

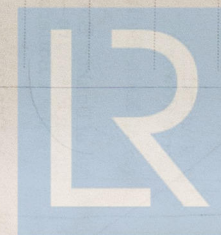
*Archiving
Proceeding Es in ton for
Remediation*

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.

*It is submitted that
this vessel is eligible to
remain as CLASSED.*

20/4/24

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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