

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

(Received at London Office)

Date of writing Report Dec: 27th 1928 When handed in at Local Office 28 Dec 1928

Port of London
Survey held at London Date, First Survey 13 Dec Last Survey Dec 21st 1928
(No. of Visits Six)

67 on the Machinery of the Wood, Iron or Steel *Toris S.S. "Ballara"*

Gross 2379 Net 1387 Vessel built at Belfast By whom Harland & Wolff Ltd When 1909
Engines made at do. By whom do. When 1909

Boilers, when made (Main) 1909 (Donkey)
Owners United Baltic Corp. Ltd Owners' Address (if not already recorded in Appendix to Register Book)
Managers Port London Voyage Baltic

If Surveyed Afloat or in Dry Dock (State name of Dock) *London Graving Dock*
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

100 A1 with feedback 12-27
12-27
1.5 ton No. 3-5-24
1.5 ton No. 1-27
Machinery and Boiler Surveys (including date of N.B., if any)
MUC 12-27
78.12-27
Lloyd's Rule 4-28
Fitted for oil fuel 2.25 F.P. at 150°

Particulars of Examination and Repairs (if any) *Exam. 12-28*

Medical Surveys, when held, must be reported in detail and verbatim 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 account of damage (the cause of which must be stated) should be separated from repairs due to other causes; and details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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 reqd*

Is a damage report made by anyone else? If so, by whom? *Underwriter's Surveyors*

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*

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

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? *Yes* To what pressure were they afterwards adjusted under steam? *215th per cent*

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? *Yes* and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? *Yes* and of the Donkey Boiler?

Has the screw shaft now been drawn and examined? *Yes* 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 the shaft now been changed? *no* If so, state reasons.

Has the shaft now fitted been previously used? *no* Has it a continuous liner? *Yes* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? *Pusher re-wooded.*

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

*Examination on account of grounding in the Kiel Canal Dec 14th 1928
Examined the propeller & sea-cock fastenings - The sea-cocks overhauled & examined. The port rope frank renewed. The blades of both propellers dressed up. The Steering Engine & Gearbox examined -
The screw shaft drawn & examined, the lower halves of the stern bushes re-wooded.*

*The Boilers with their safety valves mounting, examined - and found in good order. Some tubes expanded, & the lower manhole door of the st. boiler refitted by electric welding -
The safety valves adjusted under steam as above -*

General Observations, Opinion, and Recommendation: - *The machinery & boilers, so far*

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 S.L.M.C. 9, 11, 14 or 15, F.D., &c.)

as seen, are in good condition eligible in our opinion to remain as classed and to have 175.12-28 & 2.5.12-28 recorded.

Fee (per Section 25) £ 3.0.0
Damage or Repair Fee (if any) (per Section 25.) £ 3.3.0
Printing Expenses (if chargeable) £

Received by me, *J. T. Spruce*
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Signed *B.S. 12-28*
FRI. 4 JAN 1929

Lloyd's Register Foundation
W592-0090

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

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

At Dec 12.28 held

Machinery partly examined
& propeller blades repaired
on account of
grounding damage.

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.

BS 12.28

Both 5/12.28

DA
31/12/28

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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