pt. 9.

No. 87848.

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

(Received at London Office 19 MAY 1924)

Date of writing Report May 16th 1924 When handed in at Local Office 19 MAY 1924 to Port of London

No. in Reg. Book. Survey held at London Date, First Survey 1st April Last Survey May 15th 1924 (No. of Visits 5)

C259 on the Machinery of the ~~Wood, Iron or~~ Steel Twin s.s. "Ballara"

Tonnage { Gross 2379 Net 1387

Nominal Horse Power 169

No. of Main Boilers

No. of Donkey Boilers

Steam Pressure— in Main Boilers

in Donkey Boilers

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 Port London Voyage

Managers

If Surveyed Afloat or in Dry Dock (State name of Dock.) Afloat Orms Wharf

Last Report No. Port

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).

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

Particulars of Examination and Repairs (if any) Electric light

Periodical Surveys, when held, must be reported in detail and seriatim 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.

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

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

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

Do. " Donkey " " "

this was not done, state for what reasons?

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?

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

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

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

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

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

screw shaft now been drawn and examined? 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? If so, state reasons

the shaft now fitted new? 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?

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

The Electric light Installation examined and tried under working conditions with all lights on. The fittings are good & substantial.

A copy of the Company Electrician's Certificate is attached hereunto.

General Observations, Opinion, and Recommendation:— The Electric light Installation

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, 180 lb., F.D., &c.)

as far as seen, is in good order & the Vessel is eligible in my opinion for the record of "Electric light"

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

Survey Fee (per Section 28) £

Special Damage or Repair Fee (if any) (per Section 28.) £ 1

Travelling Expenses (if chargeable) £

Fees applied for 19

Received by me, 19

S. T. Cornish

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI MAY 30 1924

Signed see Minute on Hull repot.

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It is submitted that this vessel is eligible for THE RECORD. Elec. light.

JWD 30/6/74

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.

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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