

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

25 NOV. 1929

(Received at London Office)

11 DEC 1929

of writing Report

19

When handed in at Local Office

19

Port of LIVERPOOL

Survey held at BirkenheadDate, First Survey 25th Oct Last Survey 19th Nov 1929on the Machinery of the Wood, Iron or Steel Twin Sc. 4 knot. S. "HEREFORDSHIRE" (No. of Visits 5)Gross 7217
Net 4490Vessel built at BelfastBy whom Harland & Wolff, Ltd When 1905-11Main Power 833Engines made at BelfastBy whom Harland & Wolff, Ltd When 1905Main Boilers 20Boilers, when made (Main) 1905

(Donkey)

Donkey Boilers 253Owners Bibby & Co. Ltd.

Owners' Address

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

Port Liverpool VoyageMain Boilers 2154Managers Bibby Bros. & Co.

Donkey Boilers

Surveyed Afloat in Dry Dock Cannell Laird

(State name of Dock.)

SB & Basin

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.Year
assigned
now
expired.Machinery and Boiler
Surveys
(Including date of N.B., if any)

* 100 A1

S. 29

* LMC 3.25

BS 5.29

TS (CL) P. 6.27

S 5.29

U. Bom. N° 3-1, 18

U. Bla. N° 2-26

Fitted for oil fuel 1.20 F.P. above 150°F.

Report No.

Port

Particulars of Examination and Repairs (if any) Shp. LHC & Bl. R.

When held, must be reported in detail and serially in the terms of the Rules. State clearly 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 as being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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

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

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

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

Was a survey 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?

Has the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

and of the Donkey Boilers?

Has the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boiler?

Has the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boiler?

Has the 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?

Has the shaft now been changed? If so, state reason.

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?

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

1/8" P. 3/32" S.

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

Complete.

Vessel placed in dry dock, propellers and outside fastenings examined & found in good order. Wear down as above.

Comp. LHC 5.29 (See LHC Rpt. 95607)

How done:- Examined cylinders, pistons, slide valves & casings, crank, thrust & tunnel shafts, air, condenser, feed & bilge pumps & condensers of the Port main engine and found in good order.

Boiler Repair:- A crack was found between the rivets of the stiffener bar in the wrapper plate of the centre cc of the after centre boiler. The wrapper plate has now been cropped & part renewed. The boiler was examined after completion of the repair under 270 lb. hyd. pressure & found satisfactory.

General Observations, Opinion, and Recommendation:—The machinery of this vessel as seen (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, 140 lb. F.P., &c.)

is eligible in our opinion to remain as classified with present record of LHC 5.29 as previously recommended.

Survey Fee (per Section 28) Bl. Rpt. £ 2 : 2 : -

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

Travelling expenses (if chargeable) £ : : -

Committee's Minute LIVERPOOL

Assigned + LMC 5.29

Fees applied for

10 DEC. 1929

Received by me,

22/1/30

10 DEC. 1929

FRI. 29 MAY 1931

H.R. Howell & W. Stewart

Engineer Surveyor to Lloyd's Register of Shipping

TUE. 16 SEP 1930

FRI. 3 OCT 1930

FRI. 31 MAY 1932

FRI. 4 NOV 1932

FRI. 21 APR 1933

CERTIFICATE WRITTEN 27.1.30

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

1500-5607

SS No 3 due 1.30 - Completed

N.E. - If this Report is

THE RECORD + LMC 5-29

②
12/12/29



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Foundation