

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

(Received at London Office 13 NOV 1930)

Date of writing Report 10 When handed in at Local Office 13 NOV 1930 10 Port of London

No. in Survey held at London Date, First Survey 7.11.30 Last Survey 7.11.1930 (No. of Visits one)

73314 on the Machinery of the Wood, Iron or Steel Twin Sc Highland Hope

Tonnage { Gross 14129 Net 8733 Vessel built at Glasgow By whom Harland & Wolff Ltd When 1930-1

Nominal Horse Power { 2190 Engines made at Belfast By whom do When 1930.

No. of Main Boilers - Boilers, when made (Main) (Donkey) 1930

No. of Donkey Boilers 1 Owners Nelson Steam Nav. Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers Managers H. W. Nelson Ltd Port Belfast Voyage River Plate

in Donkey Boilers 100lb If Surveyed Afloat or in Dry Dock Royal Albert Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking

(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.

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?

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

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

Do. " Donkey " " " No

If this was not done, state for what reasons?

Not due for survey.

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?

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

9 1/2 5 1/8

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

Complete.

Now Done: Keel placed in drydock, propellers, end of bushes and outside sea fastenings examined & found in good order

General Observations, Opinion, and Recommendation:—The Machinery of this vessel

(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, 140 lb., F.D., &c.)

so far as seen is in good order & eligible in my opinion to remain as classed without fresh record

Survey Fee (per Section 23) £ : Fees applied for 19

Special Damage or Repair Fee (if any) £ : (per Section 23.)

Travelling expenses (if chargeable) £ : Received by me, 19

Committee's Minute

Assigned

TUE. 25 NOV 1930

As now

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R. W. Coomber
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W610-158

Looking

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 OILSTEED.*

*25/11
19/11/3d*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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