

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

(Received at London Office

16 MAR 1931

Date of writing Report 14.3.1931 When handed in at Local Office 14 March 1931. Port of **HULL**

No. in Reg. Book. 89947 Survey held at **Goole** Date, First Survey **17 March 1931** Last Survey **17 March 1931** (No. of Visits **1**)

on the Machinery of the ~~Wood Iron or Steel~~ **S.S. "CALDER"**

Tonnage Gross **1107** Net **445** Vessel built at **Birkenhead** By whom **Samuel Laird & Co** When **1930-11**

Nominal Horse Power **352** Engines made at **do** By whom **do** When **do**

No. of Main Boilers **2** Boilers, when made (Main) **1930** (Donkey) **✓**

No. of Donkey Boilers **✓** Owners **London, Midland & Scottish Railway** Address **✓**

Steam Pressure in Main Boilers **200** Managers **✓** Port **Goole** Voyage **✓**

in Donkey Boilers **✓** If Surveyed ~~Afloat or~~ in Dry Dock **yes** (State name of Dock.) **Goole No 2**

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)
<b>+100 A.I. 1130</b>		<b>+L.M.C. 1130</b>
		<b>15.109</b>

Last Report No. Port

## Particulars of Examination and Repairs (if any) Condition

(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

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?

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?

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.

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

how done:-

Vessel placed in dry dock, propeller, aft end flail shaft, oil gland, sea fastenings examined & found in good condition

## 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. 0.11, B.M.S. 0.11, or L.M.C. 0.11, 140 lb., E.D., &c.)

as far as now seen is in good & efficient condition & eligible in my opinion to remain as now classed without fresh record

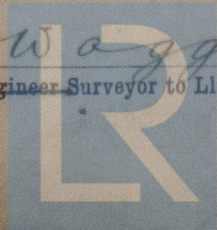
Survey Fee (per Section 25).....	£	Fees applied for	19
Special Damage or Repair Fee (if any) (per Section 25.).....	£	Received by me,	19
Travelling expenses (if chargeable).....	£		

Committee's Minute. FRI. 20 MAR 1931

Assigned

As now

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W1615-0212



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.

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

CB. 3. 31.  
17. 3.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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