

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

(Received at London Office.

27 JAN 1928

Date of writing Report 23 Jan 1928 When handed in at Local Office 25 Jan 1928 Port of NEWCASTLE-ON-TYNE
 No. in Reg. Book. 313876 Survey held at Blyth Date, First Survey 10 Jan Last Survey 17 Jan 1928
on the Machinery of the Wood, Iron or Steel S.S. "PADDINGTON" (No. of Plates 3)
 Tonnage { Gross 1545
 Net 902 Vessel built at Stockton By whom Craig, Taylor & Co. Ltd When 1924-5
 Nominal Horse Power { 163 Engines made at Sunderland By whom R. E. Main Engineering Co. Ltd When 1924
 No. of Main Boilers 2 Boilers, when made (Main) 1924 (Donkey)
 Owners H. Harrison (Shipping) Ltd Owners' Address (if not already recorded in Appendix to Register Book)
 Managers Port London Voyage Coasting
 No. of Donkey Boilers 1 in Main Boilers 180 in Donkey Boilers 1
 Surveyed Afloat or in Dry Dock Couper Dry Dock (State name of Dock.)

Last Report No. Port PART. + LMCParticulars of Examination and Repairs (if any) DAMAGE

(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 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? Yes, not required

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do. " Donkey " " " " "

If this was not done, state for what reasons? Boiler not opened up 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 these 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 Boiler?

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? 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? Lignum vitae

Has shaft now been changed? No 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? 5 1/8" now renewed.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? To complete the survey the whole of the Rule Requirements to be carried out with the exception of examination of Propeller, stern bush, sea cocks, valves, fastenings and Condenser, which will be done as opportunity occurs in the near future. A account damage stated to have been sustained through vessel grounding while entering Blyth on 8th January 1928.

Now Done: Propeller, stern bush, all sea cocks, valves and fastenings and Condenser examined and found in now placed in satisfactory condition

DAMAGE REPAIRS

Stern bush renewed, rigging removed from T.S. line.
H.P. piston rod skinned up in lath and re-bushed.

General Observations, Opinion, and Recommendation:— The Machinery of the 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.S.M.S. 9, 11, or S.L.M.C. 9, 11, 14, 15, F.D., &c.)

so far as seen, is eligible in my opinion to remain as classed with first record of survey T.S. 1.28 now and + LMC with date on completion of survey as above

Survey Fee (per Section 28) £

Special Damage or Repair Fee (if any) £ 2.2/0

Travelling Expenses (if chargeable) £

Fees applied for

28 JAN 1928

Received by me,

31-1-1928

Committee's Minute

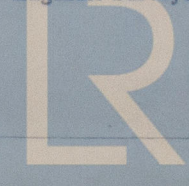
TUES. 7 FEB 1928

Assigned

As now

TUE. 26 FEB 1928

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

WB210018

Damage through pounding. Screw shaft
drawn, stern bush, see connections & order
examd.

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

S. 1. 28

Above to be noted as part
S. 1. 28, due 5. 28

FL
20/1/28.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register
Foundation