

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

Date of writing Report 19 When handed in at Local Office 20 APR. 1932 (Received at London Office) Port of LIVERPOOL

No. in Reg. Book. 16304 Survey held at Ellerslie Port Date, First Survey 4 Last Survey 14th April 1932 (No. of Visits)

on the Machinery of the Wood, Iron or Steel SC. "BRITISH SPARK"

Tonnage { Gross 41 Net 18 Vessel built at Cowes By whom J. S. White & Co. Ltd. When 1922-12.

Nominal R. 14 Engines made at Manchester By whom L. Gardner & Sons Ltd. When 1922.

Horse Power { Boilers, when made (Main) (Donkey) ✓

No. of Main Boilers ✓ Owners Shell Mex & B. P. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers ✓ Managers in Porton Port Manchester Voyage

Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Ellerslie Port. (State name of Dock.)

in Donkey Boilers ✓ 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 serially 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 a count 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? 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 Not taken - gland not removed.

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

Vessel placed on pontoon, propeller and outside fastenings examined and found in order. Wear down not taken - gland not removed. (Machinery already examined - see Rpt. 100081)

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

(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.)

seen is eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ : : Fees applied for 10

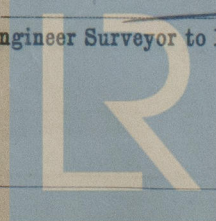
Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 10

Travelling expenses (if chargeable) £ : :

Committee's Minute LIVERPOOL 29 APR. 1932

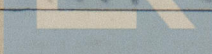
Assigned As now.

H. R. Howells.
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation
W623-0036

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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