

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

No. 2415

12 SEP 1931

Date of writing Report 9<sup>th</sup> Sept 1931 When handed in at Local Office 10<sup>th</sup> Sept 1931 (Received at London Office)

No. in Book. Survey held at Barrow Port of Barrow

9504 on the Machinery of the Wood, Iron or Steel Date, First Survey 3<sup>rd</sup> Sept Last Survey 9<sup>th</sup> Sept 1931 (No. of Visits 3)

nnage { Gross 3650 Net 2351 Vessel built at Sunderland By whom J. L. Thompson & Sons Ltd. When 1907-11

Nominal Horse Power { 299 Engines made at \* By whom J. Dickinson & Sons Ltd. When 1907

No. of Main Boilers 3 Boilers, when made (Main) 1907 Owners Anglo-Celtic Shipping Co. Ltd. (Donkey) ✓

No. of Donkey Boilers 1 Managers Griffiths, Payne & Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

eam Pressure in Main Boilers 160 lb. Port London Voyage

in Donkey Boilers ✓ If Surveyed Afloat on Dry Dock Ramdendrecht Basin (State name of Dock.)

ast Report No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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? ✓

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? No.

Do. " Donkey " " Port and Starboard boilers examined at Rotterdam

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? Centre and all under steam To what pressure were they afterwards adjusted under steam? 165 lbs.

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? Yes, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes, 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 ✓

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

The Centre boiler with its doors and mountings opened up and examined. The lower landing of the Centre furnace and P.C. bottom plate found wasted and this has been made good by the Electric welding process. Safety valves of all boilers adjusted under steam as above noted.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as far 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 L.M.C. 9,11, 140 lb., F.D., &c.)

is now in good order & safe working condition and eligible in my opinion to remain as classed and to have the notation of B.S. 6,31 made in the Register Book

Survey Fee (per Section 28) £ 2 : 0 : 0 Fees applied for 10<sup>th</sup> Sept 1931

Special Damage or Repair Fee (if any) £ : : : Received by me, 12.9.1931

Travelling expenses (if chargeable) £ : : : Committee's Minute

Assigned

Insert Character of Ship and Machinery precisely as in the Register Book.

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



B.S. due 5 31. Now Completed

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 intended that  
this report is suitable for  
the RECORD.

B.S. 6 31

Ch.  
16 9 31

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation