

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

Date of writing Report 11 MAR 1924 When handed in at Local Office 11 MAR 1924 Port of EVERPOOL  
 No. in Survey held at Birkenhead Date, First Survey 28<sup>th</sup> Jan Last Survey 10<sup>th</sup> Mar 1924  
 No. of Visits 7  
 on the Machinery of the Wood, Iron or Steel S/S. "Queen Louise"  
 Gross 5194 Vessel built at Newcastle By whom Northumberland S.B. & L. When 1912-14  
 Net 2987 Engines made at do By whom R.E. Morris & Co. Ld. When do  
 Registered 436 Boilers, when made (Main) 1912 (Donkey) ✓  
 Horse Power 3.5A Owners Endogon S/S Co. Ld. Port Glasgow Voyage Wilhelmshafen  
 of Main Boilers 1804 If Surveyed Afloat or in Dry Dock  
 (State name of Dock.)  
 of Donkey Boilers ✓

Particulars of Examination and Repairs (if any) Damage  
 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 account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details 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.

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? A. Gault 4/2/24

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

Do. " Donkey " " " ✓

this was not done, state for what reasons? Not done.

what parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

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

the Surveyor examine all the mountings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

a screw shaft now been drawn and examined? No. 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? No

a shaft now been changed? ✓ If so, state reasons ✓

the shaft now fitted new? ✓ Has it a continuous liner ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/8"

the Survey is not complete state what arrangements have been made for its completion and what remains to be done? On account of damage

stated to be due to grounding off Holyhead on the 23<sup>rd</sup> January 1924.

Now done Vessel placed in Dry Dock. Bottom badly set up all fore

and aft and holed in places. Examined fastenings of sea cocks & valves

Propeller and enter end of Stern Bush.

Recommended that the whole of the Machinery and Boilers be opened up for

examination, but this has now been cancelled as Vessel is to be towed to

Wilhelmshafen to be broken up. Starboard Boiler oil burners &c have been

overhauled, and steam raised in this Boiler for working Pumps & Condensers

when being towed. The Pumps are in good working condition.

Shafting uncoupled forward of Thrust for towing purposes

General Observations, Opinion, and Recommendation:—

(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 L.M.C. 9, 11, 140 lb., E.D., &c.)

The above is reported for the information of the Committee.

Survey Fee (per Section 28) £ 5.5.0 Fees applied for 10/3/1924

Special Damage or Repair Fee (if any) (per Section 28.) £ 5.5.0 Received by me, John Dykes & Co. Reed

Travelling Expenses (if chargeable) £

Committee's Minute LIVERPOOL 11 MAR 1924 THE APP 29 1924

Signed Transmit to London.

Lloyd's Register Foundation

W632-0066

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



See Special Endorsement on  
the hull 13.3.74.

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.

MS.  
13/3/74.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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