

No. 34997

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

(Received at London Office)

WED FEB 27 1924

Any Report Feb. 25<sup>th</sup> 1924 When handed in at Local Office Feb. 25<sup>th</sup> 1924 Port of HULL

Survey held at Hull Date, First Survey 22/2/24 Last Survey Feb. 25<sup>th</sup> 1924  
(No. of Visits 2)

on the Machinery of the Wood, Iron or Steel See "SIMS"

ROSS 25  
 Net 2 Vessel built at Beverly By whom Johns & Sons When 1920  
14 Engines made at Grimsby By whom R.C. Walker & Co When 1920  
 Boilers, when made (Main) 1920 (Donkey) -  
 Owners B.W. Steamships, Tugs & Lighters Co Ltd Port Hull Voyage -  
 Managers -  
 If Surveyed Afloat or in Dry Dock on Liverpool Road & in Queens Dock  
 (State name of Dock.)

### 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 Allowed Amalgamated expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>12A</u>		<u>+ Linc.</u>
<u>Wood try, with steel framing</u>		<u>2.20.</u>
<u>2.20.</u>		<u>T.S. 10.22.</u>
<u>G.I.B.</u>		

Port No. - Port Hull

Particulars of Examination and Repairs (if any) None.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and they detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Cases where the Surveyor has not made a special damage report he is required to state whether he has made such a report, and why they were declined.

Has a special damage report been made by anyone else? If so, by whom? -

Did you personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Did you personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

Were any parts of the Boilers could not be thus thoroughly examined? Yes  
The water space below furnace examined through sight holes + the shell adjacent hammered & found good. It was not considered necessary to drill the plating.

Were 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? Yes

Did you examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 130 lbs 0"

Did you examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? -

Did you examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

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

Did you examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Has the shaft now been drawn and examined? No Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has the shaft been changed? Yes If so, state reasons Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

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

Is there any clearance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 3/32

Is the work not complete state what arrangements have been made for its completion and what remains to be done? None. Complete.

placed on board, propeller & sea fastenings found in good order.

valves & valves opened, examined & found in good order.

indicators, pistons & slides, crank & thrust shafting, pumps, condensers & piping arrangements all examined & found in good order.

Boilers opened up, examined throughout & found in good order, safety valves, doors & mountings.

Safety valves adjusted under steam as above.

Observations, Opinion, and Recommendation:— The machinery of his vessel as shown is eligible in my opinion to remain as classed, and to be fresh record of + L.M.C. 2.24.

Section 28. None £ 4.0.0  
 Section 29. None £ -  
 Section 30. None £ -  
 Fees applied for 26.2.1924  
M.R.  
 Received by me, 26.2.1924  
 Engineer Surveyor to Lloyd's Register of Shipping.

Surveyor's Minute TUE. 4 MAR. 1924 FRI. 7 MAR. 1924

+ L.M.C. 2.24



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

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

P.L. No. due 1.24. L.L.H

It is submitted that  
this vessel is eligible for  
THE RECORD + L.M.C 224

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.

L.L.  
27/2/24

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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