

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

Date of writing Report 17.8.29 When handed in at Local Office 19 AUG. 1929 Port of LIVERPOOL
 No. in Reg. Book 9678 Survey held at Hestwood Date, First Survey July 31 Last Survey Aug 15 1929
 on the Machinery of the Wood, Iron or Steel S.K. "SHACKLETON" (No. of Visits 5)
 Tonnage { Gross 288 Vessel built at Selly By whom Cochran & Sons Ltd When 1913-6
 Net 115 Engines made at Hull By whom C.D. Holmes & Co Ltd When 1913
 Nominal Horse Power 79 Boilers, when made (Main) 1913 (Donkey) ✓
 No. of Main Boilers One Owners Lancashire Steam Fishing Co Ltd Owners' Address Port Hestwood Voyage ✓
 No. of Donkey Boilers ✓ Managers C. Young (if not already recorded in Appendix to Register Book).
 Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock ✓ (State name of Dock.)
 in Donkey Boilers ✓

Last Report No. Port
 Particulars of Examination and Repairs (if any) * L.M.C.

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 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? Yes To what pressure were they afterwards adjusted under steam? 200 lb/1

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 Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? None , 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? No

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? ✓

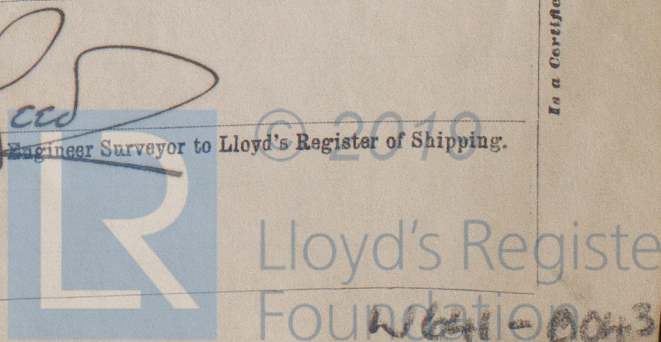
State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 3/16"

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 slip: the propeller, outer end of bush, sea connections & fastenings examined. All cylinders, pistons, valves, crank & thrust shafting, condenser, auxiliaries, pumps with valves & connections examined & placed in good condition. Main steam pipe annealed & tested (400 lb/1). The Boiler examined internally & externally with mountings & found in good condition. Safety valves afterwards adjusted under steam as above. W.T. Repair: Crank shaft lifted, journals skinned, main bearings retapped, shaft rebedded & lined up. HP & MP. bottom ends retapped. One of flange of main steam pipe rebrazed. A number of condenser tubes renewed. Valves & seats renewed as necessary.

General Observations, Opinion, and Recommendation: The Machinery of this Vessel is in good condition and eligible to remain as classed with fresh record of + L.M.C. 8.29.

Survey Fee (per Section 28) LMC £ 6.0.0 Fees applied for 20 AUG 1929
 Special Damage or Repair Fee (if any) (per Section 28.) £ 13.0 Received by me 3.19.29
 Travelling Expenses (if chargeable) £ 13.0
 Committee's Minute LIVERPOOL 20 AUG 1929
 Assigned + L.M.C. 8.29.



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.

+ Dec 8. 29

2/8/29

Ms. 8.

Dear Sir, I have the honor to acknowledge the receipt of your letter of the 10th inst. and in reply to inform you that the same has been forwarded to the proper authorities for their consideration.

THE SURVEYORS ARE REQUESTED

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212

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21. 56

12.8.51

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.