

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

(Received at London Office 27 OCT 1927)

Date of writing Report 19 When handed in at Local Office 26 Oct 1927 Port of Belfast.  
 No. in Reg. Book. Survey held at Belfast. Date, First Survey 28 Sept 1927 Last Survey 21 Oct 1927  
 19443. on the Machinery of the Wood, Iron or Steel 3/5 "CRAIGAVON". (No. of Visits 6)  
 Tonnage { Gross 682. Vessel built at Dublin By whom Dublin Shipbuilders Ltd. When 1921.7.  
 Net 276. Engines made at Glasgow. By whom Ross & Duncan. When 1921.  
 Nominal Horse Power 86. Boilers, when made (Main) 1921. (Donkey) ✓  
 No. of Main Boilers one. Owners R. Craig & Co. Owners' Address (if not already recorded in Appendix to Register Book)  
 No. of Donkey Boilers none. Managers and Port Belfast. Voyage Coasting.  
 Steam Pressure in Main Boilers 180. Surveyed Afloat in Dry Dock Hamilton.  
 in Donkey Boilers ✓ (State name of Dock.)

Last Report No. Port

## Particulars of Examination and Repairs (if any) L.M.C. &amp; T.S.

(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 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? No.

Do. " Donkey " " " " ✓

If this was not done, state for what reasons? Already done.

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? 180 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? ✓ , and of the Donkey Boiler? ✓

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? Yes. 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? ✓

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-metals of stern bush and top of after bearing of screw shaft? Bush partly 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 in dry dock.  
 Propeller, stern bush end and outside fastenings examined and found in efficient condition.  
 Sea connections opened up and examined throughout & overhauled.  
 Screw shaft (CL) drawn in & found in efficient condition.  
 Boilers examined under steam and safety valves adjusted as above.

See Swansea Report No 17302.

General Observations, Opinion, and Recommendation:—The machinery of this vessel, (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, &c.)  
 so far as now seen, is in efficient condition, and is eligible in my opinion to remain as classed with fresh records of L.M.C. 7, 26 and T.S. (CL) 10, 27. Vessel's name to be removed from S.R. List.

Survey Fee (per Section 25) £ : : Fees applied for 19  
 Special Damage or Repair Fee (if any) (per Section 25) £ : : Received by me, 19  
 Travelling Expenses (if chargeable) £ : :

Committee's Minute TUES. 1 NOV 1927

Assigned + dmb 7.26

H. P. Southwell 2019

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation



S.L.H. due 7.25. partly held 7.26  
Completed screw shaft due 1.27 examd  
The Boiler Survey again became due  
7.27 no arrangements stated.

It is submitted that  
this vessel is eligible for  
THE RECORD. + L.M.C. 7.26

S. 10.27

28/10/27

The Survey should be  
requested to take what  
action was taken by  
them regarding the  
Boiler Survey which  
became due in  
July last.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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