Rpt. 9.

No. 94265

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

(Received at London Office 5 SEP 1929)

Date of writing Report 5 SEP 1929 19 When handed in at Local Office 5 SEP 1929 19 Port of London

No. in Reg. Book. 23283 Survey held at London Date, First Survey 21-8-29 Last Survey 4-9-1929 (No. of Visits four)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. Highland Pride

Tonnage { Gross 7469 Net 4706

Nominal Horse Power { 830

No. of Main Boilers 4

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 210 lbs

in Donkey Boilers ✓

Vessel built at Port Glasgow By whom Russell & Co. When 1910-4.

Engines made at Greenock By whom Rankin & Blackmore When 1910

Boilers, when made (Main) 1910. (Donkey)

Owners Nelson Stm Nav. Co Ltd Owners' Address (if not already recorded in Appendix to Register Book)

Managers H. & W. Nelson Ltd Port London Voyage River Plate

If Surveyed Afloat ~~or in Dry Dock~~ Victoria Dock (State name of Dock.)

Last Report No. 93944 Port London

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 Assigned now expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|---|---|---|
| +100 A1 Shelter Dk with freeboard 3·29 | | +L.M.C. 10·26 |
| ✠ Lon No 3. 3·23 | | B.S. 9·28. |
| ✠ Lon No 1. 27 | | +Lloyds R.M.C. 5·29 |
| | | T.S. 3·29 |

Particulars of Examination and Repairs (if any) B.S.

(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 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? Yes

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? 210 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 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? 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 vitæ 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.

Now Done:- Examined all main boilers internally & externally including mountings & same now in good condition, afterwards adjusted their safety valves as stated above.
A few broken combustion chamber stays in each boiler has been renewed
Forward boiler safety valve chest renewed

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.&H.S. 9,11, or ✠ L.M.C. 9,11, 140 lb., F.D., &c.)

so far as seen is in a safe working condition & eligible in my opinion to remain as classed & to have fresh record B.S. 9.29.

Survey Fee (per Section 28) B.S. £5 0 0

Special Damage or Repair Fee (if any) (per Section 28.) £ | |

Travelling Expenses (if chargeable) £ | |

Fees applied for 5 SEP 1929

Received by me, 14/10/29 19

R W Boomber.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 10 SEP 1929 TUE 22 OCT 1929

Assigned B.S. 9.29

FRI. 20 SEP 1929

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

If so, is the Report sent now, or when will it be sent?

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 9. 29 Held.

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 submitted that this vessel is eligible for THE RECORD B.S. 9.29.

7/9/29

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.