

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

Date of writing Report 15 NOV 1927 When handed in at Local Office 16 NOV 1927 (Received at London Office)

No. in Reg. Book. 32215 Survey held at Hane Date, First Survey October Last Survey 10 NOV 1927 (No. of Visits 2)

Tonnage { Gross 3657 Net 2342 Vessel built at Sunderland By whom Sir J. D. & Son Ltd When 1901

Nominal Horse Power { 330 Engines made at 80 By whom G. Clark & Co. When 1901

No. of Main Boilers 3 Boilers, when made (Main) 1921 Owners' Address (Donkey) 1912

No. of Donkey Boilers 1 Owners de Nav. à Vap. Managers de Nav. à Vap. Port Hane Voyage Donkey

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock afloat (State name of Dock.)

in Donkey Boilers 100

Last Report No. 620 Port ROUParticulars of Examination and Repairs (if any) DBS

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? yes

Do.

"

Donkey "

"

"

yes

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?

To what pressure were they afterwards adjusted under steam?

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?

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 vitae 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?

The survey is complete. The donkey boiler has been examined internally and externally, furnaces, combustion chambers, man holes, doors and their fastenings, steam stays, stay tubes, ordinary tubes are in order. Safety valves and all mountings overhauled examined and found good. The lower part of the envelope is corroded but appears to be efficient for one year. It will be deal tested next survey. Safety valves adjusted under steam and the thickness of washers is

Core valve 25.5 After Valve 24.5.

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

The donkey boiler of this vessel being in satisfactory condition she is in my opinion eligible to remain as classed and the notation of BS 9.2 (Special reasons list) inserted in the Register Book.

Survey Fee (per Section 28) 2 £ 248Special Damage or Repair Fee (if any) (per Section 28.) 2Travelling Expenses (if chargeable) 20

Fees applied for

15 NOV 1927

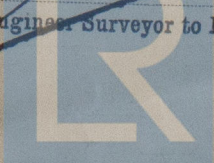
Received by me,

2 19Committee's Minute 22 NOV 1927Assigned 9.27

John D. ...

John D. ...

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W650-0120

D.B.L. done 9.27. Lick.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damaged 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. 9.27

SL
17/1/27

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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