

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

No. 97540.

-6 SEP 1930

(Received at London Office)

LIVERPOOL

Report No. 3.9.1930 When handed in at Local Office -4 SEP. 1930 Port of LIVERPOOL

Survey held at Liverpool Date, First Survey 11-8-30 Last Survey 2.9.1930
(No. of Visits 3)

of the Machinery of the Wood, Iron or Steel s/s "HOGARTH"

Vessel built at Glasgow By whom J & W. Henderson & Co. Ltd When 1921-12.
 Engines made at Belfast By whom Harland & Wolff Ltd When 1921
 Boilers, when made (Main) (421)

Boilers 30. Owners L.W. Gray & R. Plate S.N. Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
(State name of Dock.) Port Liverpool Voyage ✓

Boilers 1. Managers Lampson & Holt Ltd Alexandra

Boilers 215 Surveyed Afloat or in Dry 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 assigned now or expired. | Machinery and Boiler Surveys (including date of N.B., if any) |
|---|--------------------------------|---|
| <u>+ 100 A-1.</u> | | <u>+ LMC</u> |
| <u>Shellie deck with</u> | | <u>MS-6.25.</u> |
| <u>foreward.</u> | | <u>BS-1.30.</u> |
| <u>9-29.</u> | | <u>TS(12)-1028</u> |
| <u>S.L.V. No. 1-26.</u> | | |

APPROVED FOR OIL FUEL 12.4
 ABOVE 100° F.

Parts of Examination and Repairs (if any) Condition.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the repairs, 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 details of any letters respecting this case.

Cases where the Surveyor has not made a special damage report he is required to state whether he is services for this purpose, and why they were declined?

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

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Has the Surveyor done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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?

Has the Surveyor examine the Safety Valves of the Main Boiler?

Has the Surveyor examine the Safety Valves of Donkey Boiler?

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Has the Surveyor examine the drain plugs of the Main Boilers?

Has the Surveyor examine all the mountings of the Main Boilers?

Has the shaft now been drawn and examined? Is it fitted with continuous liner?

Has the shaft now been changed? If so, state reasons. Has it a continuous liner?

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?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft correct?

Is the survey complete, state what arrangements have been made for its completion and what remains to be done?

no done. All primary & secondary pinions & wheels, with their bearings opened out & examined. About 4" of one tooth found broken off the aft-end of the fwd helix of the L.P. secondary pinion.

Repair. All teeth dressed up & ridges removed, & all rags on tooth edges removed & lips of teeth laced away.

N.A. This vessel is going to be laid up, hence docking has not been done.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel as far as seen is now in a satisfactory condition, & in my opinion is eligible to remain as classed, without fresh record of survey, subject to the L.P. second reduction pinion being examined before the end of April 1931.

| | | |
|---|---|----|
| Survey Fee (per Section 28) | £ | 19 |
| Special Damage or Repair Fee (if any) (per Section 28.) | £ | 19 |
| Printing expenses (if chargeable) | £ | |

Committee's Minute Depressed
 signed for Comp. M.S. etc.

L. Edman Stuart
 Engineer Surveyor to Lloyd's Register of Shipping.

TUE 23 DEC 1930
 TUE 10 NOV 1931
 FRI 26 AUG 1932
 TUE 22 AUG 1933

© 2020

Lloyd's Register Foundation

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

SEE LIMITATION LABEL

In a Certificate required, if so, to be sent to

By bearing overhauled.

At 12.29 due 12.29 not advanced.

L.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.

paid up

It is submitted that this vessel WILL BE eligible for the record. + MLC due 12.29

When the sea connections have been examined:

It is submitted that this vessel is eligible to remain as CLASSED. Subject to L.P. 2 reduction on being set before end of 31

FRI. 24 JUL 1931

9/9/30

[Faint handwritten notes and signatures in the main body of the document, including "P. J. G. M. G." and "W. H. B. S. G."]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

