

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

No. 79786

(Received at London Office 13 NOV 1925)

Date of writing Report 19 When handed in at Local Office 9th Nov 1925 Port of NEWCASTLE ON-TYNE

No. in Reg. Book. Survey held at North Shields. Date, First Survey 2nd Nov Last Survey 6th Nov 1925

27785 on the Machinery of the Wood, Iron or Steel SS. "MONEYSPINNER" (No. of Visits 5)

Tonnage Gross 961 Net 485 Vessel built at Dundee By whom Dundee S.B. Co. Ltd. When 1918-1.

Nominal Horse Power 91 Engines made at Sunderland By whom Mac Coll & Pollock, Ltd. When 1918.

No. of Main Boilers 2 Boilers, when made (Main) 1918. (Donkey) ✓

No. of Donkey Boilers ✓ Owners British Dominions S.S. Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book).

Steam Pressure in Main Boilers 180. Managers Port Gool. Voyage

in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Smith's Dock. (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage

(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 Yes, not required

Was a damage report made by anyone else? If so, by whom? Yes, Under Surveyor.

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? Boilers not due for Survey.

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? 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? No.

Has shaft now been changed? No If so, state reasons ✓

Is the shaft now fitted new? ✓ 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? 1/8"

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? Survey Complete.

For damage stated to have been caused through the vessel grounding on the 12th 13th Oct 1925 at Denia.

Now done:- Vessel placed in dry dock. Examined propeller, stern bush, screw shaft(s), sea connections and their fastenings, thrust shaft & shoes, air, circulating, feed, & bilge pumps, and condenser.

Repairs. Bilge & feed pump rams skimmed up & rebushed. One circulating pump fibre suction valve renewed. Condenser tested under a head of water and found tight.

General Observations, Opinion, and Recommendation:-- The machinery of this vessel as

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.N.C. 9,11, 140 lb., F.D., &c.)

Now seen is in a good & efficient condition, and in my opinion is eligible to remain as classed with record of TS Ck 11,25 entered in the register book.

Survey Fee (per Section 28) £ Fees applied for 1925

Special Damage or Repair Fee (if any) £ 2 : 2 : (per Section 28.)

Travelling Expenses (if chargeable) £ Received by me, 1925

Committee's Minute TUES. 17 NOV 1925

Assigned As now

CHARACTER.		Machinery and Boiler	
Date of last Survey and of Periodical Surveys.		(including date of N.B., if any).	
+100A1	5,25.	TS Ck	1,25.
SS. Lon No1 - 23.		TS Ck	5,25.
Carps battens not fitted		BS.	5,25.
1st (etc)			

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Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation
W654-0036

Machinery partly examined on
account of damage due
to grounding.
Small repairs effected.

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.

S/11.25

RA.
13/9/25

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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