

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

(Received at London Office)

Date of writing Report Sept 13th 1924 When handed in at Local Office 15 Sept 1924 Port of CARDIFF

No. in Reg. Book. Survey held at CARDIFF Date, First Survey 29th July Last Survey 12th Sept 1924 (No. of Visits 8)

67461 on the Machinery of the Wood, Iron or Steel S.S. "COURTOWN"

Tonnage { Gross 2419 Net 2714 Vessel built at South Shields By whom J. Readhead & Sons When 1909-1
Engines made at South Shields By whom J. Readhead & Sons When 1909

Nominal Horse Power 399 Boilers, when made (Main) 1909 (Donkey) Owners John Line (London) Ltd. Port London Voyage Montevideo

No. of Main Boilers 3 Managers Harrison Sons & Co. Surveyed Afloat in Dry Dock Commercial D.D. (State name of Dock.) Roath

No. of Donkey Boilers Steam Pressure in Main Boilers 180 lb in Donkey Boilers

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage (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.

On 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 Not reqd.

Was a damage report made by anyone else? If so, by whom? Damage Assn.

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

Do. " Donkey " " " "

Was this not done, state for what reasons? See below

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 special appliance

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

Has 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? Lower half of stern bush renewed

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

More done.

Damage, stated due to vessel having been aground on 13th & 14th June 1924 outside River Plate.

Examined propeller, screw shaft, stern bush, sea cocks, valves & fastenings, crank, thrust and tunnel shafts, circulating pump and valves, general service pump and auxiliary circulating pump. Condenser examined and tested.
The whole found or put in order as under:
Lower half of stern bush renewed
One thrust shoe w.m. liner renewed
Circulating pump valve seats re-jointed
General service pump piston rings renewed and valve gear overhauled & repaired
New bracket rod to aux. circ. pump, new suction valve seat P.T.O.

General Observations, Opinion, and Recommendation:—

The Machinery of this vessel, as far as seen, is in safe working order and eligible in my opinion to remain as classed, with fresh record of T.S.C.L. 9,24, subject to the Donkey Boilers not being used.

Survey Fee (per Section 28) £ _____

Special Damage or Repair Fee (if any) (per Section 28.) £ 5.5-

Swelling Expenses (if chargeable) £ _____

Committee's Minute _____

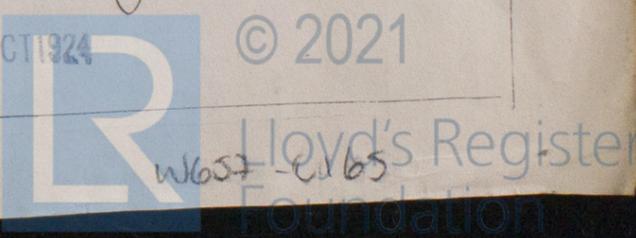
Signature As now subject

Fees applied for 15 Sept 1924
Received by me, [Signature] 1924

J. O'Connell
Engineer Surveyor to Lloyd's Register of Shipping.

FRI, 19 SEP 1924

TUES, 14 OCT 1924



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

donkey boiler not to be used again

Is a Certificate required? If so, to be sent to _____

The Superintendent states that the Boiler Survey (due 9.24) will be held on vessels return.

J. E. Hendall

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.

Damage through grounding
Shuttings pumps and small
repairs effected. Stated that the
B. & C. 924 will be held on
return.

It is submitted that
this vessel is eligible to
remain as CLASSED. Subject
to the docky being made
being used

29.24

H. J.
17/9/24



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.