

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. 67461 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 Sc. St. "COURTOWN"

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

Nominal Horse Power 399 Boilers, when made (Main) 1909 (Donkey) ✓

No. of Main Boilers 3 Owners Tonn Line (London) Ltd. Port London Voyage Montevideo

No. of Donkey Boilers ✓ Managers Harrison Sons & Co.

Steam Pressure in Main Boilers 180 lb. ✓ If Surveyed Afloat ✓ in Dry Dock Commercial D.D. (State name of Dock.) ✓ Roath

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.

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? ✓

Is 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

Is 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? 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

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

Examined propeller, screwshaft, 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 as put in order as under.

Lower half of stern bush renewed

One thrust shoe w.m. liner renewed

Circulating pump valve seats regreased

General service pump piston rings renewed and valve gear overhauled & repaired

New bracket rod to aux. circ. pump, new auxiliary valve seat P.T.O.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel, as far 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.&H.S. 9,11, or L.M.C. 9,11, 12, 13, E.D., &c.)

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)..... £ : : Fees applied for 15 Sept 1924

Special Damage or Repair Fee (if any)..... £ 5.5 Received by me, 1924

Swelling Expenses (if chargeable)..... £ : : FRI, 19 SEP 1924

Committee's Minute As now subject

Signed As now subject

Engineer Surveyor to Lloyd's Register of Shipping.

1041 Pendall

TUES. 14 OCT 1924

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W657-C165

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

Damage through grounding
 Shifting pumps and small
 repairs effected. Stated that the
 B. & O. 924 will be held in
 return.

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

9.24

17/9/24

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.

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

J. E. M. Hendall

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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