

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

(Received at London Office

3 MAY 1928

Date of writing Report 26<sup>th</sup> April 1928 When handed in at Local Office 2nd May 1928 Port of CARDIFF

No. in Reg. Book. 17864 Survey held at Cardiff Date, First Survey Feb 1st Last Survey April 18<sup>th</sup> 1928 (No. of Visits 12)

Gross Tonnage 1275 Net 4463 Vessel built at Clydebank By whom J Brown & Co Ltd When 1924.8

Nominal Horse Power 667 Engines made at Do By whom Do When 1924

No. of Main Boilers 4 Boilers, when made (Main) 1924 (Donkey)

No. of Donkey Boilers 1 Owners Elder Dempster & Co Ltd Owners' Address (if not already recorded in Appendix to Register Book).

Steam Pressure in Main Boilers 215 Managers Port Liverpool Voyage

in Donkey Boilers If Surveyed Afloat or in Dry Dock Dry Mount Stuart Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC.

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

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 " none

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? Yes To what pressure were they afterwards adjusted under steam? 220 lbs

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? Yes, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? none, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? No 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? Dig Vitae

Has shaft now been changed? If so, state reasons

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? 3/32

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? The Sea Cocks and valves and bilge inspection to be examined

Whilst vessel was in Dry Dock. The Propeller, Stern bush, and outside fastenings were examined and found in order. Main inspection valve greasing on ship's side renewed. Propeller nut hardened up.

The Machinery opened up and examined namely. H.P. M.P. and L.P. and so astern Turbine rotors, blading, nozzle plates and diaphragm plates, gear wheels and pinions etc. Rotor Thrust and Intermediate Shafting. Condenser which was tested. Air pumps, Gyrus Circulating pump, Feed pumps, oil pumps and all auxiliary pumps, Distribution valves and pumping arrangements. Main Steam pipes examined in place. Steering Engine examined.

The following repairs carried out. The M.P. rotor sent to the builders P.T.O.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is now in a safe working condition, and in my opinion eligible to be retained as at present classed in the Register Book with fresh record of LMC. 4.28. When survey has been completed as stated above.

Delete Tunnel bearings from the Special reason list.

Survey Fee (per Section 28) £14 0 0 Fees applied for 2 May 1928

Special Damage or Repair Fee (if any) £ X Received by me, 12.5.1928

Travelling Expenses (if chargeable) £ X

Committee's Minute FRI. 11 MAY 1928 TUE. 18 DEC 1928

Assigned Deferred

Lloyd's Register Foundation

W675-0043



As per due 8.28 party  
held & 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.

At 4.28.

talked 4.28 when the  
sea connections have  
been examined.

It is submitted that  
this vessel is eligible to  
remain as CLASSED  
without special  
condition.

20/11  
7/5/28

overhauled and balance readjusted. afterwards refitted.  
Mansuering valves overhauled and ground in. ahead valve renewed.  
Gear wheel teeth dressed up.  
Weirs Feed pump, piston rings and bucket woodite rings renewed.  
Gyrum Circulating pump. piston rings renewed. Spare impeller shaft  
fitted. The old shaft dressed up, and kept for spare.

The main boilers opened up. cleaned, and examined together  
with their Safety valves and mountings and found or put in  
good condition. Sundry stay nuts in Combustion Chamber back  
plates removed. stays caulked, and new nuts fitted. Safety valves,  
& mountings overhauled and ground in.

With reference to Philadelphia report No. 5141. The 2 Tunnel bearings,  
which were stated to have been damaged by ice, have been replaced  
by new.

F.D.W.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.