

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

(Received at London Office 18 JUL 1932)

Date of writing Report 19 When handed in at Local Office 16 JULY 1932 Port of Sunderland

No. in Reg. Book. Survey held at Sunderland Date, First Survey Last Survey June 27 1932
 65479 on the Machinery of the Wood, Iron or Steel S.S. "LADY ASTLEY" (No. of Visits 1)

Tonnage { Gross 3048 Vessel built at Blyth By whom Blyth S.B. Co Ltd. When 1906-2
 Net 1934 Engines made at Stockton By whom Blair & Co Ltd. When 1906
 Nominal Horse Power 289 Boilers, when made (Main) 1906 (Donkey) N.B. 19. Refitted 29
 No. of Main Boilers 2 Owners Saven Ltd. Owners' Address (if not already recorded in Appendix to Register Book)
 No. of Donkey Boilers One Managers F.S. Saven Ltd. Port Newcastle Voyage
 Steam Pressure in Main Boilers 100 lb. If Surveyed Afloat or in Dry Dock Greenwell Bay Dock
 in Donkey Boilers 130 lb. (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking

(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? No

Do. " Donkey " No

If this was not done, state for what reasons? Not prepared 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? 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?

Has shaft now been changed? If so, state reasons

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?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 3/16"

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

Nothing has been done towards the B.S. due 532. The owners do not state when this will be carried out. The Vessel is lying up in the River Wear.

How Done. Vessel placed in Dry Dock. Examined propeller, stern bush and outboard fastenings of sea connection.

General Observations, Opinion, and Recommendation:— The Machinery of this

(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. 11, B.&M.S. 11, or L.M.C. 11, 140 lb., &c.)

Vessel is eligible, in my opinion, to remain as classed without Fresh Record of Survey

Survey Fee (per Section 25) £ Fees applied for
 Special Damage or Repair Fee (if any) £ None
 Travelling Expenses (if chargeable) £ Received by me, 19

Committee's Minute

FRI. 22 JUL 1932

Assigned

Deferred

W. Caldwell 2020
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

W676

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N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

