

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

Date of writing Report 24th Dec. 1929

(Received at London Office

27 DEC 1929)

No. in Survey held at NEWPORT, MON.

Date, First Survey 14. 11. 29 Last Survey 20. 12. 1929

219 on the Machinery of the Wood, Iron or Steel SS "LADY ASTLEY" (No. of Visits 20)

Gross 3048
Net 1934

Vessel built at Blyth

By whom Blyth S.B. Co. Ltd

When 1906

Nominal Horse Power 289

Engines made at Stockton

By whom Blair & Co. Ltd

When

of Main Boilers 2

Boilers, when made (Main)

1906

(Donkey)

1906

of Donkey Boilers 1

Owners Dawson Line Ltd

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Newcastle

Voyage

Main Boilers 180

Managers J.S. Dawson, Ltd

Baileys Dock

Donkey Boilers 100

If Surveyed Afloat or in Dry Dock

Commercial Dock

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any)
1100A1 6.28		12LMC 6.28
SS 134 No. 3-7.19		TS 6.28 CL
SS 134 No. 2.28		

Report No. Port

Particulars of Examination and Repairs (if any) Dawson, B.S.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on count of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details 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? *Yes, not used*

Is a damage report made by anyone else? If so, by whom? *Sal. Assoc.*

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

Do, " Donkey " " " *Yes*

Was this not done, state for what reasons? *Yes*

What parts of the Boilers could not be thus thoroughly examined? *Yes*

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? *Yes*

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes*

To what pressure were they afterwards adjusted under steam? *180 lbs*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*

To what pressure were they afterwards adjusted under steam? *120 lbs*

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *Yes*

, and of the Donkey Boilers? *Yes*

Did the Surveyor examine the drain plugs of the Main Boilers? *Yes*

, and of the Donkey Boiler? *Yes*

Did the Surveyor examine all the mountings of the Main Boilers? *Yes*

, and of the Donkey Boiler? *Yes*

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?

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

Has the shaft now fitted been previously used? *Yes*

Has it a continuous liner? *Yes*

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? *Rewooded.*

Is the Survey complete, state what arrangements have been made for its completion and what remains to be done. *Complete.*

On account of damage stated to have been sustained this vessel grounding in the Daumbe on the 20th Sept 1929.

Vessel in dry dock. Propellers, Propeller shaft, stem bush & gland, sea Cocks, valves and fastenings, Crank, Thrust and Tunnel shafting, Main pumps & Condenser examined & found or put in good Condition.

Repairs now done - Bottom half of stem bush rewooded, Crank shaft lifted, after journals of M.P. & L.P. cranks renewed, 3 Cranks afterwards coupled up & tested in lathe, all Coupling faces machined, Main bearings, H.P. & L.P. bottom ends and bottom half of M.P. re-machined. H.P. slide valve face face renewed, valve face machined. H.P. guide plate refitted. L.P. & M.P. ahead eccentric sheaves machined. P.T.O.

General Observations, Opinion, and Recommendation: - The Machinery of this vessel (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.M.C. 9.11, 140 lb., F.D., &c.)

so far as now seen is eligible to remain as classed with records of Tail Shaft Sun 12.29 and B.S. 12.29.

Survey Fee (per Section 28) £4. : . . .

Fees applied for

Additional Damage or Repair Fee (if any) (per Section 28.) £8 : 8 : . . .

24 Dec 1929

Printing expenses (if chargeable) £5 : 5 : . . .

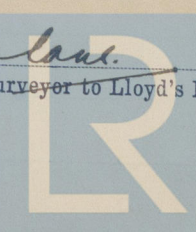
Received by me,

11.1.1930

Committee's Minute FP 10 JAN 1930

Signed *12.29*
19 refitted 29

Engineer Surveyor to Lloyd's Register of Shipping.



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W676-0036 (12)

"Lady Astley"

D. Rep. Cont^d - For^d Biler Pump ram oper renewed, Air pump rod refitted to Bucket. For^d & after feed pump rams machined and neck & gland bushes renewed. Main Condenser, All tubes removed cleaned & tested, a number of tubes & ferrules renewed. all holding down & Coupling bolts Tested. Sea Cocks & Valves overhauled. A number of other minor repairs effected.

B.S. Main and donkey boilers opened out and examined together with their safety valves and other mountings and found or put in good condition. Main boiler repair now done. P. Boile, 5 screwed stays renewed & plate in way built up by C. W. Dye.

Star^d boiler, 13 screwed stays renewed & plate in way built up by C. W. repair, all mountings thoroughly overhauled.

Donkey boiler examined and condemned on account of condition. Boiler now broken up.

A Donkey boiler marked N^o 9331 LLOYD'S TEST 260 lbs. W.P. 130 lbs. L.G.S. 27.11.19. Taken from the ex "Crew Hall", has now been fitted on board this vessel. Boiler examined internally & externally, furnaces & combustion chambers & found in good condition, checked with first entry report & plan and practically no deterioration found.

All mountings removed, valves & seats machined and all mountings feed & steam pipes tested and refitted. Boiler tested by hydraulic pressure & found good. (Tested to 200 lbs.)

Don



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W676-0036 (42)

Stranding damage, Port Engines
Exam? Crankshaft part renewed

P.S. due 6-29. Held. Original
Donkey Boilers removed and a
second hand DB. fitted.

It is submitted that
this vessel is eligible for
THE RECORD. B.S. 12-29
N.D.B. 19 refitted '29

S. 12-29 3/1/30.

DB. Pres 130 1/2



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