

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

(Received at London Office

27 DEC 1929)

Date of writing Report 24th Dec. 1929 When handed in at Local Office 24 Dec. 1929 Port of NEWPORT, MON.

No. in Book. 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 Tonnage 3048 Net 1934 Vessel built at Blyth By whom Blyth S.B. Co. Ltd When 1906

Engines made at Stockton By whom Blair & Co. Ltd When "

Boilers, when made (Main) 1906 (Donkey) 1906

Owners Dawson Line Ltd Owners' Address Port Newcastle Voyage "

Managers J.S. Dawson, Ltd (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock (State name of Dock.) Commercial Dock

Previous Report No. _____ Port _____

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

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Has the Surveyor made a special damage report 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 made

Has 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

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

Were the parts of the Boilers which 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 the 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? Yes

Has the 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? Yes

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 & Condensers examined & found or put in good Condition.

Repairs now done - Bottom half of stem bush rewooded, Crank shaft lifted, after journals of M.P. & 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-metalled. H.P. slide valve false face renewed & valve face machined. H.P. guide plate re-jointed. S.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 24 Dec 1929

Additional Damage or Repair Fee (if any) (per Section 28.) £8 : 8 : : Received by me, 11.1.1930

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

Committee's Minute _____

Signed ASD 19 refitted 29 ASD 12.29

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned to survey, or expired.	Machinery and Boiler Surveys (including date of N.B., if any)
1000A1 6.28		LMC 6.28
SS 134 No. 3-7.19		TS 6.28 CL
SS 134 No. 2.28		

Handwritten note: See NDB Report

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

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



W676-0036 (12)

"Lady Astley"

D. Rep. Cont^d - For^d Bilge 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. Boil. 5 screwed stays renewed & plate in way built up by G. W. system.

Star^d boiler, 13 screwed stays renewed & plate in way built up by G. 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.)

Onl.

Stranding damage, Port Engines
Exam? Crankshaft part renewed

P.S. due 6.29. Held. Original
Donkey Boilers removed and a
second hand D.B. 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.

J.B. Pen 1306
→



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