

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

WEEK 50 Bottom

No. 86042

Date of writing Report *Nov. 12* 1923 When handed in at Local Office *13 NOV 1923* Port of *WED. NOV. 14 1923*
 Survey held at *Liverpool* Date, First Survey *And* Last Survey *10 Nov 1923*
 Book. *485* on the Machinery of the *Wool Iron Steel S.S. "Port Elliot"* (No. of Visits *1*)
 Gross *7395* Vessel built at *Newcastle* By whom *Swan Hunter & Co. Ltd. When 1910-8*
 Net *4664* Engines made at *Hartlepool* By whom *Rich Westgarth & Co. Ltd. When 1910*
 Nominal Horse Power *755* Boilers, when made (Main) *1910* (Donkey) *✓*
 No. of Main Boilers *4* Owners *Commonwealth & Dominion Liners Ltd. London* Voyage
 No. of Donkey Boilers *1* Surveyed *Afloat or in Dry Dock* *Brackley D.D.*
 Steam Pressure in Main Boilers *200 lb* (State name of Dock.)
 in Donkey Boilers *✓*

Last Report No. *86021* Port *Liv.*

Particulars of Examination and Repairs (if any) *Damage*

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? *Not required* Was a damage report made by anyone else? If so, by whom? *Robert Little*

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

Do. " Donkey " *ho*

If this was not done, state for what reasons? *Not due 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? *ho*

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? *ho* If so, state reasons

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

Is the shaft now fitted new? *ho*

Has it a continuous liner? *Yes*

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? *P³/₁₆ S. close fit.*

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

Damage stated due to tug Carlgarth fouling propeller on 7th inst.

Vessel placed in Dry Dock - propeller, stern bush and seacock fastenings examined. Edge of one blade of star propeller cracked broadside bent, cracked portion now removed & blade dressed up. (Solid bronze propeller). A new tip will be burnt on at Owner's convenience - meanwhile efficient.

General Observations, Opinion, and Recommendation: *The Mach. of this vessel*

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9, 11, B.S. 9, 11, or L.M.C. 9, 11, 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.S. 9, 11, or L.M.C. 9, 11, 140 lb., E.D., &c.)

so far as seen, is in efficient condition, reliable in my opinion remain as classed without fresh record.

Survey Fee (per Section 28) £
 Special Damage or Repair Fee (if any) (per Section 28.) £ *1.1.0*
 Travelling Expenses (if chargeable) £

Fees applied for
 13 NOV 1923

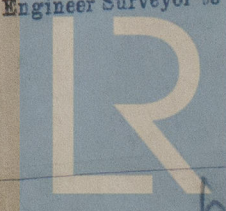
Received by me
 13 NOV 1923

Committee's Minute

Assigned

as now

Engineer Surveyor to Lloyd's Register of Shipping.



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Damage through a tug fouling
propeller.
Propeller & outside fastenings
examined.

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.

If submitted then
this vessel is eligible to
remain as CLASSED.

P.A.
16/11/23.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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