

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

(Received at London Office 19 NOV 1924)

Date of writing Report 15. 11. 1924 When handed in at Local Office 24 Port of SUNDERLAND

Survey held at Sunderland Date, First Survey Nov 15 Last Survey Nov 15 1924
757 on the Machinery of the Wood, Iron or Steel S.S. DALESIDE (No. of Visits 3)

Age { Gross 489 Net 202 Vessel built at Aberaman By whom Lewis & Sons Ltd When 1920-4
Engines made at Do By whom Do When 1920
Main Boilers 64 Boilers, when made (Main) 1920 (Donkey) ✓
Donkey Boilers 1 Owners John S. Sellers & Co Port Sunderland Voyage
Main Boilers 180 Managers
Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Crown's Slipway (State name of 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 Allowed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1	3 23	+LMC. 4-20 T.S. 3-23 CL.

Previous Report No. Port Particulars of Examination and Repairs (if any) L.M.C.

Medical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials 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. Has a damage report been made by anyone else? If so, by whom?

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? YES

Do. " Donkey " " " NONE

Was this not done, state for what reasons?

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

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?

Has the Surveyor examine the Safety Valves of the Main Boiler? YES To what pressure were they afterwards adjusted under steam? 184 lbs

Has the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? YES, and of the Donkey Boiler? ✓

Has the Surveyor examine the drain plugs of the Main Boilers? NONE, and of the Donkey Boiler? ✓

Has the Surveyor examine all the mountings of the Main Boilers? YES, and of the Donkey Boiler? ✓

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 it a continuous liner? Has an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

What is the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft? Aftwards

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

Examined cylinders pistons, slides, pumps, condenser, crank thrust and screw shaft (no tunnel shafting) all sea cocks, pipes, bilge suction hoses and details and found or put in good condition. Propeller and fastenings examined, same satisfactory. Fuel pump ramms turned up and rebushed, several broken condenser tube frames removed, all boiler mountings overhauled, valves skimmed up where required, blow down valve in ship's side cracked and now removed, main stop valve seat slack, now now fitted. Main boiler examined throughout and found in satisfactory order a number of badly tubes expanded. Safety valves adjusted.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is now in good order and eligible in my opinion to remain as classed and to have work of +LMC. 11. 24. T.S. 11. 24 C.L.

Survey Fee (per Section 22) £ 7 - - -

Special Damage or Repair Fee (if any) (per Section 22) £

Printing Expenses (if chargeable) £

Fees applied for 18 NOV 1924

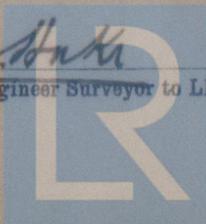
Received by me, 19

Committee's Minute TUES. 25 NOV 1924

Signed + dated 11. 24

CERTIFICATE WRITTEN 9. 12. 24

U.S. State Engineer Surveyor to Lloyd's Register of Shipping.



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W687-0020

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

If so, to be sent to

*S.S. No. due 4.24. Held crew shaft
examined minor 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.

*It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 11.24*

S. 11.24

*pl
25/1/24*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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