

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

(Received at London Office

19 NOV 1924

Date of writing Report

19

When handed in at Local Office

15. 11.

19 24 Port of

SUNDERLAND

in
Book.Survey held at SunderlandDate, First Survey Nov 11 Last Survey Nov 13 1924

(No. of Visits

3

757 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. DALESIDEGross 489
Net 202Vessel built at AberdeenBy whom Lewis & Sons LtdWhen 1920-4Horse Power 64Engines made at DoBy whom DoWhen 1920

Main Boilers

Boilers, when made (Main) 1920(Donkey) ✓

Donkey Boilers

Owners John J. Sellers & CoPort Sunderland Voyage

Main Boilers

Managers

If Surveyed Afloat or in Dry Dock Crown's Shipway

(State name of Dock.)

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

CHARACTER. X 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		+LMC. 4.20
323		T.S. 3-23 CL

st Report No.

Port

Particulars of Examination and Repairs (if any) LMC.

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 when 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.

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.

a damage report made by anyone else? If so, by whom?

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

Donkey " " " " NONE

was 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?

he Surveyor examine the Safety Valves of the Main Boiler? YES

To what pressure were they afterwards adjusted under steam? 184 lbs

the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

he Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? YES

, and of the Donkey Boiler? ✓

he Surveyor examine the drain plugs of the Main Boilers? NONE

, and of the Donkey Boiler? ✓

he Surveyor examine all the mountings of the Main Boilers? YES

, and of the Donkey Boiler? ✓

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? ✓

shaft now been changed? No If so, state reasons

ie shaft now fitted new? Has it a continuous liner?

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

the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Reversed

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

Examine cylinders pistons, slides, pumps, condenser, crank, thrust and screw shaft (no tunnel shafting) all sea cocks, pipes, bilge suction valves and details and found or put in good condition.

Propeller and fastenings examined, same satisfactory.

Fuel pump rammed and retushed, several broken condenser tube frames removed, all boiler mountings overhauled, valves skimmed up where required, flow 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

(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, S.S. 9.11, S.&T.S. 9.11, or S.L.M.C. 9.11, 149 lb., F.D., &c.)

now in good order and eligible in my opinion to remain as classed and to have record of +LMC. 11. 24. T.S. 11. 24 C.L.

ay Fee (per Section 22) £ 7 - - -

al Damage or Repair Fee (if any) £ - - -

elling Expenses (if chargeable) £ - - -

ommittee's Minute TUES. 25 NOV 1924

igned + dmb. 11. 24

CERTIFICATE WRITTEN
9.12.24

Fees applied for
18 NOV 1924

Received by me,
19

Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register
Foundation

W687-0020

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

S.L. 71. due 4.24. Held crew shaft
examined minor repairs effected

It is submitted that
this vessel is eligible for

THE RECORD. + L.M.C. 11.24

S. 11.24

[Signature]
25/11/24.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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