

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

(Received at London Office) 24 SEP 1928

Date of writing Report \_\_\_\_\_ 19\_\_\_\_ When handed in at Local Office 17 Jan 1938 Part of \_\_\_\_\_

No. in Reg. Book. *26156* Survey held at *Funderland* Date, First Survey *Sep. 6* Last Survey *Sep. 15 1928*  
on the Machinery of the *Wood, Iron or Steel* *8" THICK IRON* (No. of Visits *4*)

Tonnage } Gross 4589  
Net 2688 Vessel built at Sunderland. By whom W. Pickersall & Co. Ltd. When 1911-6

Nominal Horse Power	430	Engines made at	Do	By whom	Richards & Co. Ltd.	When	1924
of Main Boilers	28 1/2	Boilers, when made (Main)	1924	(Donkey)	Do	1924	

No. of Main Boilers	2	Owners	William Knie Ltd	Owners' Address	
No. of Donkey Boilers	0	Managers	William Black Ltd	(if not already recorded in Appendix to Register Book).	
Steam Pressure—				Port	Voyage
Main Boilers	100				

in Main Boilers *100* # Surveged Afloat or in Dry Dock *Greenwell & Co. N.Y.* Particulars of Classification (which must be inserted  
in Donkey Boilers *✓* (State name of Dock.) *precisely as in Register Book & Supplements.*

*Last Report No.*.....*Port*

Particulars of Examination and Repairs (if any) L.M.C.

Periodical Surveys, when held must be reported in detail and serialism 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

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

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

Do. " Donkey "

If this was not done, state for what reasons?

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

Did the Surveyor examine the Safety Valves of ~~Donkey~~ <sup>Donkey</sup> Boiler? *Yes* To what pressure were they afterwards adjusted under steam? *180 lbs*

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

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? *Yes*, and of the ~~Donkey~~ *Bank* 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 prevent it being suddenly lubricated? No

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

Has the shaft now fitted been previously used? ☒ Has it a continuous liner? ☒ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☐

State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? 3/22

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

Now done - Vessel placed in dry dock, propeller, stern-bush sea connections & fastenings all cylinders, pistons, slide valves, shafting (including tail end drawn in board) pumps, condenser, steering engine, portholes & the valves, cocks, pipes, & shaft end of the pumping arrangement examined. The main & aux boilers with their safety valves down & mountings examined inside & outside & the safety valves afterwards adjusted under steam to the pressure stated above.

Repairs to Wear & Tear - Three top halves of bottom ends re-metalled  
Horse propeller fitted three stop valve seats renewed. New set  
of water gauges fitted a main boiler

General Observations, Opinion, and Recommendation:—The machinery of this vessel is now in a good & efficient condition & eligible in ~~our~~ opinion to remain as classed with fresh notation ~~of~~ L.M.C.-9-28 & date for tail end shaft C.L.-9-28.

Survey Fee (per Section 28) £ 13-2-2 Fees applied for

Special Damage or Repair Fee (if any) ..... £ 1 1

Travelling Expenses (if chargeable)..... £ 1 :

Committee's Minute FRI 5 OCT 1928

Assigned

CERTIFICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register  
Foundation

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

W693-0027



S.S. No 1 due 6.28. Survey held

on machinery.

It is submitted that  
this vessel is eligible for  
THE RECORD. + Linc. 9.28

S. 9.28

Run

27. 9. 28

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damaged 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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