

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

(Received at London Office)

Date of writing Report 3.12.26 When handed in at Local Office 3.12.26 Port of Grimby

No. in Reg. Book 80186 Survey held at Grimby Date, First Survey 15-11-1926 Last Survey 25-11-1926

on the Machinery of the Wood, Iron or Steel S.S. "PLODDER" (No. of Vessel 5)

Gross Tonnage 519 Net Tonnage 283 Vessel built at Rotterdam By whom Wilton's E. & Ship Co Ltd When 1918-7

Nominal Horse Power 81 Engines made at Rotterdam By whom Wilton's E. & Ship Co Ltd When 1918

No. of Main Boilers 1 Boilers, when made (Main) 1918 1899 refitted 7.18 (Donkey) —

No. of Donkey Boilers — Owners Shiver S.S. Co Ltd Owners' Address — (if not already recorded in Appendix to Register Book).

Steam Pressure 160 Managers H. Harrison Port London Voyage —

In Main Boilers — If Surveyed Afloat or in Dry Dock Charlton's Slipway Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

In Donkey Boilers —

ast Report No. — Port —

Particulars of Examination and Repairs (if any) See 1 LMC

Periodical Surveys, when held, must be reported in detail and serially 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 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.

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 yes, not required

is a damage report made by anyone else? If so, by whom? yes underwritten surveyor

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

Do. " Donkey " " " " " " "

his 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? —

the Surveyor examine the Safety Valves of the Main Boiler? yes

the Surveyor examine the Safety Valves of Donkey Boiler? —

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

the Surveyor examine the drain plugs of the Main Boilers? —

the Surveyor examine all the mountings of the Main Boilers? yes

screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes

shaft now been changed? no If so, state reasons —

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? —

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? good fit, has been replanned

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

Damage stated due to grounding in Poole Roads 23rd Sept 1926

Propeller, propeller shaft, sea cocks & valves and outside fastenings examined

Cylinders, pistons, slide valves & faces, crank & thrust shafts, pumps pumping connections and condenser examined & tested

Repairs done: Tail shaft line machined in lathe & stern bush replanned

Bridge pump runs machined in lathe, neck & gland bushes renewed

Circulating pump line rebored in lathe and

General Observations, Opinion, and Recommendation:— The machinery of (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, R.S. 9, 11, R.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

This vessel, so far as seen, is in good condition and eligible in my opinion to remain as classed with present record of +LMC 11, 26 and Propeller shaft examined 11, 26

Survey Fee (per Section 28) £7:0:0 Fees applied for 4.12.26

Local Damage or Repair Fee (if any) (per Section 28) £6:6:0 Received by me, 18.12.26

Working Expenses (if chargeable) £1:1:0

Committee's Minute —

Assigned + LMC 11.26

FRI. 10 DEC 1926

Engineer Surveyor to Lloyd's Register of Shipping.

S.S. FLODDER

and bucket, head valves and rod renewed.

Air pump rod machined in lathe, neck & gland rings polished.

Main injection pipe renewed.

Main injection valve renewed.

Relief valves renewed.

H.P. piston rings renewed.

Ballast dunking pump renewed & stop, overhauled and refitted.

Feed pump valve box overhauled.

Main steam pipes tested under hydro pressure to 320 lbs.

For B.S. The main boiler examined

thoroughly with mountings.

Safety valves adjusted under steam.

Repairs done to starboard C.C. back plate, 2 stay nuts renewed, & bottom part of plate built up by electric welding.

Wm. C. Kimball

N.B.—If this Report is copied by copying Press, special 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.

At due 5:26 held.

Engine examined on account of damage due to foundering & several repairs effected.

It is submitted that this record is eligible for THE RECORD.

Wm. C. Kimball

5/1/26

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7/1/26



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