

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

(Received at London Office

13 DEC 1926

Date of writing Report 9-12-26 When handed in at Local Office 19

Port of Rotterdam

No. in  
Reg. Book.

Survey held at

Date, First Survey 15-11

Last Survey 4-12-26

(No. of Visits 6)

on the Machinery of the Wood, Iron or Steel

ESSEX ISLES

Tonnage

Gross 4899

Net 2477

Vessel built at

Lundland

By whom

W. R. H. Gillies

When

1904-9

Nominal  
Horse Power

429

Engines made at

8

By whom

J. Clark &amp; Co

When

1904

No. of Main Boilers

2

Boilers, when made (Main)

1904

(Donkey)

N.D.B. 12

No. of Donkey Boilers

1

Managers

Meldeum, Schoubar

Owners' Address

London

(If not already recorded in Appendix to Register Book).

Port

London

Voyage

London Road

Steam Pressure—

100 lb.

If Surveyed Afloat or in Dry Dock

Both

Welland Bay

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

in Donkey Boilers

100 lb.

Last Report No.

Port

Particulars of Examination and Repairs (if any) B.S. Sum:

(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

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?

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?

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?

Is it fitted with continuous liner?

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

Has shaft now been changed? 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 vitae or bearing metal of stern bush and top of after bearing of screw shaft?

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

The vessel is reported to have encountered heavy weather on her voyage from Rotterdam towards Bahia Blanca on various dates between the 1st of February and 15th of June 1926.

Wessel placed in dry dock. Screw shaft drawn examined and found in order. Propeller stern bush and fastenings examined and found good. Examined the crank, breast and tunnelshafting. found 4 slack eccentric sheaves. Examined the crank shafting in the lathe and found in order. 4 sheaves being renewed. Lower half No 6 bearing found fractured same complete renewed.

I.P. and L.P. top end bearings found fractured same being renewed.

Condensor tested found or made in order.

Sea connections and fastenings examined and found or made in order P.T.O.

General Observations, Opinion, and Recommendation:—The Machinery of this

(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, B.S. 9, 11, B.&M.S. 9, 11, or L.N.C. 9, 11, 140 lb., E.D., &c.)

vessel being now in a good and efficient condition. I am of opinion that this vessel is eligible to remain as classed with fresh record of B.S. 12-26 when the safety valves have been adjusted and notation of T.S. seen 12-26.

Survey Fee (per Section 28) £101.50

Fees applied for

Special Damage or Repair Fee (if any) £145.00

(per Section 28.)

Travelling Expenses (if chargeable) £11.50

Received by me,

TUES. 11 JAN 1927

Engineer Surveyor to Lloyd's Register of Shipping.

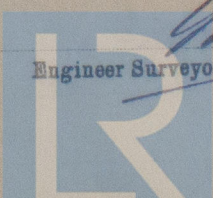
Committee's Minute

FRI. 17 DEC 1926

Assigned

Referred

THUR. 30 MAR 1927



Lloyd's Register  
Foundation

W695-0223

Has a Survey also been made of the hull?

10m. 4.23-71. After Ink.

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

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



Damage through heavy weather  
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.  
Next shaft found is in the 4 eccashers  
some with small repairs effected.  
B.V. done 6.26. parts held completion  
not stated.

It is submitted that this  
cesses/W.Lt. B. Eligible for  
the record B.S. 12.26. when all  
the defects noted have been  
adjusted.

B. 12.26. 1  
H.  
15/12/26

Examined the Main boilers and Donkey boiler internally  
and externally their mountings and Safety  
valves found same in order.

W. Wray

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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