

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

(Received at London Office

Date of writing Report 11th Dec. 1923 When handed in at Local Office NEWPORT, MON. 19 1923 Port of NEWPORT, MON.

No. in Reg. Book 19756 Survey held at NEWPORT, MON. Date, First Survey 4.12.23 Last Survey 6.12.1923 (No. of Visits 2)

on the Machinery of the ~~Wood, Iron or Steel~~ s/s Feronia

Tonnage { Gross 2885 Net 1831 Vessel built at Londonderry By whom Londonderry S. & C. Coy Ltd. When 1902-7

Nominal Horse Power 243HP Engines made at Glasgow By whom Hutson & Sons Ltd. When 1902

No. of Main Boilers 2 Boilers, when made (Main) 1902 (Donkey) 1912

No. of Donkey Boilers 1 Owners Soc. Anon. di Nav. a Vap. Liburno Port Lussin-pireolo Voyage

Steam Pressure in Main Boilers 180lbs If Surveyed Afloat or in Dry Dock C.A. Bailey's dry dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 80lbs Last Report No. See Rpt 8 Port NEWPORT, MON.

Particulars of Examination and Repairs (if any) T.S.

(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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100A/11.22		* L.M.C. 11.22
S.S. Tri. N. 3. 11.22		T.S. 11.22
		N.B. 11.22

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? NO

Do. " Donkey " " "

If this was not done, state for what reasons? Boilers under steam, vessel changing owners, no arrangements made.

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? 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 -

Is the 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?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? rewooded both half

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

Vessel in dry dock. Examined Propeller, Propeller shaft, stern tube gland and fastenings of Sea Connections. all found in order, with the exception of the stem bush which was rewooded on bottom half.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel (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, E.&M.S. 9,11, or \*L.M.C. 9,11, 140 lb., E.P., &c.) so far as now seen is eligible in my opinion to remain as classed with record of "Tail Shaft Seen" 12.23

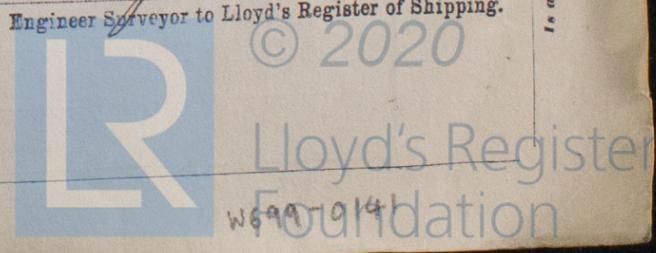
Survey Fee (per Section 28) £ 1. 1. 0 Fees applied for 13 Dec. 1923  
Special Damage or Repair Fee (if any) £  
Travelling Expenses (if chargeable) £ Received by me [Signature] 12.12.23

[Signature]  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE DEC. 18 1923

Assigned [Signature]

FRI. MAY. 21 1924



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS PAGE

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

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

Isis shaft examined  
P.S. due 11.23.

It is submitted that  
this vessel is classified as

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.

3/2.23.

*J.A.*  
17/12/23.

RECEIVED  
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