

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

Port of NEWPORT, MON.

No. in Reg. Book. Survey held at

Date, First Survey 4.12.23. Last Survey 6.12.1923

(No. of Visits 2.)

19756 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 Lussim-piccolo Voyage

Steam Pressure in Main Boilers 180lbs

If Surveyed Afloat or in Dry Dock C. & Bailey dry dock

(State name of Dock.)

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.E., if any).
* 100A/11.22		* L.M.C. 11.22
S.S. Tri. N°3. 11.22		T5. 11.22
		nd Br

Last Report No. Port

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.

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? 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? 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 Stern 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. 2,11, B.&M.S. 2,11, or L.M.C. 2,11, 140 lb., &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
Special Damage or Repair Fee (if any) £
Travelling Expenses (if chargeable) £

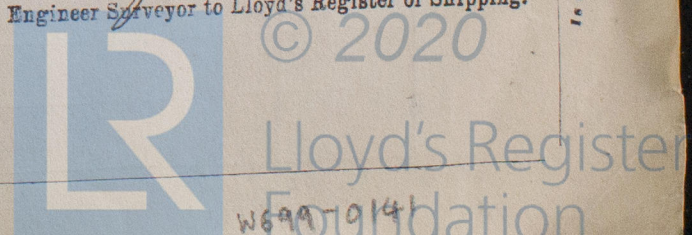
Fees applied for 13 Dec 1923

Accepted by me 13 Dec 1923

Committee's Minute TUE DEC. 18 1923

Assigned

W. J. Farlane
Engineer Surveyor to Lloyd's Register of Shipping.



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

Survey Chart examined
P.S. due 11.23.

If it is submitted that
this vessel is eligible for
the award of a CLASSED

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.

P.A.
17/12/23.

RECEIVED

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation