

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

SAT. 20 OCT. 1923

(Received at London Office)

Date of writing Report Oct 15th 1923 When handed in at Local Office Oct 15th 1923 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 38169 Survey held at Newcastle Date, First Survey Oct 11th Last Survey Oct 15th 1923 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel S. J. Bishopston

Tonnage { Gross 1534 Vessel built at Swanton Hill By whom Furness S. B. Co When 1923-6
 Net 927 Engines made at Glasgow By whom Pors & Duncan When 1923-6

Registered Horse Power 155 Boilers, when made (Main) 1923-6 (Donkey)

No. of Main Boilers 2 Owners H. Harrison (Shipping) Ltd Port London Voyage Coasting

No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Clelands Slip

Steam Pressure in Main Boilers 180 lbs (State name of Dock.)

in Donkey Boilers -

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 Allowed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1.6.23		+LMC.6.23
		CL

Last Report No. Port Indl.

Particulars of Examination and Repairs (if any) to change

(Periodical Surveys, when held, must be reported in detail and seriatim 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 " " " None

If this was not done, state for what reasons? Not due for survey.

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? No 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? No 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? 1/2"

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

The sea connections & propeller fastenings examined & put into good order. On account of wear & tear 5 brass set pins in the main injection streamer guard renewed.

General Observations, Opinion, and Recommendation:—

(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.M.C. 9,11, 140 lb., F.D., &c.)

This vessel's machinery is in good condition, eligible in my opinion to remain as classed.

Survey Fee (per Section 28) £ none Fees applied for 19

Special Damage or Repair Fee (if any) £ Received by me, 19

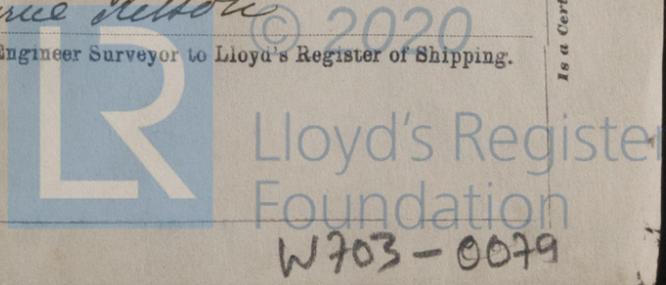
(per Section 28.)

Travelling Expenses (if chargeable) £

Maurice Peterson
 FRI. 21 DEC. 1923 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. OCT. 26 1923

Assigned As now



Insert Character of ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to.

Locking.

*It is submitted that
this vessel is eligible to
remain as 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.

BA
23/10/23.

Boyle's

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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