

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

(Received at London Office 17 MAY 1927)

Newcastle-on-Tyne

Date of writing Report 19/ When handed in at Local Office 16/5 1927 Port of

No. in Reg. Book 41923 Survey held at Willington Quay Date, First Survey 27 April Last Survey 9 May 1927 (No. of Visits 5)

Tonnage Gross 105 Net 105 Vessel built at North Shields By whom Smith & Co Ltd When 1905-8

Nominal Horse Power 50 Engines made at do By whom Shields & Co Ltd When do

No. of Main Boilers 1 Boilers, when made (Main) 1905 (Donkey) ✓

No. of Donkey Boilers ✓ Owners C. Whittham & Sons Owners' Address (if not already recorded in Appendix to Register Book) Port Newcastle Voyage ✓

Steam Pressure in Main Boilers 130 Managers ✓

Surveyed Afloat or in Dry Dock Clelands Ship + Quay (State name of Dock)

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

| CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys. | Years Assigned Surveyed Surveyed | Machinery and Boiler Survey (including date of N.B., if any). |
|---|--|---|
| + 100 A. 1.6-26 | | + LMC 4-24 |
| SS 103 12-19 | | BS 10-26 |
| SS 101-24 | | TS 09 |
| | | 4-24 |

Fitted with tanks in hold for carrying Petroleum

Last Report No. Port

Particulars of Examination and Repairs (if any) Damages + LMC.

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 Yes but required.

Was a damage report made by anyone else? If so, by whom? Buckland & Young.

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

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? yes

To what pressure were they afterwards adjusted under steam? 130 lbs.

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? yes

, 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? no

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

Has shaft now been changed? no If so, state reasons ✓

Has 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 lifting eye or bearing metal of stern bush and top of after bearing of screw shaft? Renewed, good fit.

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

Damage stated to have been sustained through stranding near Grouse Feb 12th & 13th 1927.

Examined

Propeller, tail shaft, stern bush, sea cocks & valves internally and externally & underwater fastenings, thrust shaft & shoes, crank shaft & top & bottom end bushes. & main bearing top bushes, all pumps, cylinders, bilge & ballast and other piping.

White metal in stern bush worn down 1/4" now renewed. Red wall oil gland taken down & overhauled & refitted.

Q.P. and brasses cracked now renewed, white metal in bottom end rings cracked now renewed.

Bilge pump frame now renewed with glands & wash bushes. P.T.O.

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, B.&M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.

in good & safe working condition and eligible in my opinion remain as classed and have records + L.M.C. 5-24 and Tail Shaft seen. 5-24 (OG) in the Register Books.

Fee (per Section 28) £ 4 : 0 : 0

Damage or Repair Fee (if any) (per Section 28.) £ 4 : 4 : 0

Expenses (if chargeable) £

Fees applied for 14 MAY 1927

Received by me, 18.5.1927

FRI. 20 MAY 1927.

Committee's Minute

signed + Lmb. 5.27

CERTIFICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W703 02362

Damage through stranding screw shaft
draw & machinery examined & number
of small repairs effected
S. 2. 2. due 12. 27. B. 2. due 10. 27. held

-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.

It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 5.27

S. 5.27

[Signature]
18/5/27.

REMARKS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Ma
refit
the
Hee
Ligen
you
in
with
into
could
good

S.S. Helmsman

Main injection pipe & bilge pipes taken down repaired & refitted

Main steam pipe taken to shop, annealed tested & refitted.

Steering engine & Windlass examined & overhauled.

General service pump cleaned examined & overhauled.

Gov + L.M.C. Examined

Cylinders, slide & piston valves covers & pistons & with minor repairs & overhauls all found in good condition.

Main Boiler examined internally & externally with its mountings, several combustion chamber stay bolts found leaking now renewed & made tight, some caulking done to shell seams. Otherwise all found in good condition.

Safety valves adjusted under steam as stated.

William Butler