

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

3 JAN 1930

(Received at London Office)

Writing Report

When handed in at Local Office

19 30 Port of Antwerp

Survey held at Antwerp

Date, First Survey 5 Dec, Last Survey 26 Dec, 1929

(No. of Visits 6)

on the Machinery of the ~~Wood Iron or Steel~~ 1/2 **PATAGONIER**

Gross 5172 Vessel built at Belfast By whom Harland & Wolff, Ltd. When 1918-4

Net 3078 Engines made at Belfast By whom Harland & Wolff, Ltd. When 1918

Boilers, when made (Main) 1918 (Donkey)

Boilers 50 B Owners Allyd Royal Bldg Soc. Crewoners' Address (if not already recorded in Appendix to Register Book.)
Managers Antwerp Port Antwerp Voyage China

Boilers 180 lb Surveyed Afloat or in Dry Dock H. S. & Hanga 22
(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.B., if any)
<u>+100A1</u>		<u>+L.M.C</u>
	<u>7.29</u>	<u>M. 8 6, 26</u>
<u>S. Ant. 12-26</u>		<u>B.S. 10, 28</u>
		<u>T.S. 9, 29</u>
		<u>C.L.</u>

Report No. _____ Port _____
Particulars of Examination and Repairs (if any) Damage & L.M.C

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and as detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has made his services for this purpose, and why they were declined? made out

Has a special damage report made by anyone else? If so, by whom? John D. Harrington

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

Do you examine the Donkey Boilers? Yes

Are there any parts of the Boilers which could not be thus thoroughly examined? Yes

Were special means, in the absence of internal examination, adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 180 lb.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam? Yes

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes

and of the Donkey Boiler? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes

and of the Donkey Boiler? Yes

Has the 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? Yes

Has the oil now been changed? Yes If so, state reasons _____

Has the shaft now fitted been previously used? Yes

Has it a continuous liner? Yes

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

Is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Good fit, rewooded.

Is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Complete.

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 caused by mooring wire striking propeller in the 12th November 1929 at Dunstun in Tyne. In damage - Vessel placed in dry dock, examined propeller, stern bush, tail shaft; stern bush rewooded & propeller blades reworked up.

L.M.C. sea cocks, valves & pumping plant arrangement examined, main engine cylinders, pistons, slide valves & casings, valve & tunnel shafting & thrust shaft examined, air pump, relating, fuel, bilge & auxiliary pumps examined. Main boilers examined internally & externally, safety valves and mountings, examined under steam on all safety valves adjusted to 180 lb. per sq. in.

Observations, Opinion, and Recommendation: - The machinery of this vessel is in good condition, eligible in my opinion to remain classified with fresh record of +L.M.C. 12, 29 and S. 12-29.

Expenses (if chargeable) £ 4.375 Fees applied for 2.7, 1929.
L.M.C. Repair Fee (if any) £ 875
Balance paid 10/2/30

Received by me, John D. Harrington, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute without repl. cont.

FRI. 11 APR 1930 FRI. 12 AUG 1932
FRI. 11 JUL 1930 FRI. 13 JAN 1933

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

Antwerp office

W71-0244

Damage through fueling wire. Tail

Shaft & bearings

S.S. No. 3 due 4.30 - held.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 12.29.

without Spl. condn.


20/1/30.

S. 12.29.

N.B. - If this Report is copied by copying Press, special 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.

Repairs: Forward attached feed pump & bilge pump chest renewed, bilge pump rams skimmed up, new neck and gland bushes fitted, air pump liner skimmed out and new bucket ring fitted.

Port & centre boiler centre furnaces jacked round, centre boiler lower manholes built up & doors refitted

Port boiler auxiliary stop valve chest renewed and hydraulic tested

John Thomson.



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