

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

24 APR 1929

(Received at London Office)

Writing Report _____ When handed in at Local Office _____
 Survey held at Wallsend Date, First Survey 26 March Last Survey 13 April 1929
 on the Machinery of the Wood, Ironer Steel S. Y. V. "British Plunk" (No. of Visits 7)
 Gross 1025 Vessel built at Newcastle By whom W. R. S. & Co. Ltd. When 1928-8
 Net 514 Engines made at do By whom do When do
 Main Boilers 4 Boilers, when made (Main) Yours (Donkey) 1928
 Owners British Tanker Co. Ltd. Owners' Address _____
 Managers _____ (If not already recorded in Appendix to Register Book)
 If Surveyed Afloat or in Dry Dock Wallsend Particulars of Classification (which must be inserted
 (State name of Dock.) afloat precisely as in Register Book & Supplements).

Report No. _____ Port Grimsby N.D.B.

Particulars of Examination and Repairs (if any) Damage

At Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on being 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 his services for this purpose, and why they were declined? Yes. Not Required.

Damage report made by anyone else? If so, by whom? Wallsend

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

" Donkey " " " do

not done, state for what reasons? -

Parts of the Boilers could not be thus thoroughly examined? -

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?

Surveyor examine the Safety Valves of the Main Boiler? -

To what pressure were they afterwards adjusted under steam? -

Surveyor examine the Safety Valves of Donkey Boiler? -

To what pressure were they afterwards adjusted under steam? -

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

, and of the Donkey Boiler? -

Surveyor examine the drain plugs of the Main Boilers? -

, and of the Donkey Boiler? -

Surveyor examine all the mountings of the Main Boilers? -

, and of the Donkey Boiler? -

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? -

How been changed? do If so, state reasons -

Shaft now fitted been previously used? -

Has it a continuous liner? -

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

Distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/8

If 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 grounding

Vessel placed in dry-dock. Long shaft drawn, found in good order.

Brass propeller was found to have one blade bent, same efficient at the present time & will be renewed at a date

See Plan attached
Iron connections & fastenings examined & found in good order.
Additional air receiver has now been fitted in a factory manner after having been tested by hydraulic pressure 5430 lbs per sq. inch & found satisfactory.

Turkey boiler has been replaced with a vertical type

Observations, Opinion, and Recommendation:—

Early 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, 10, 11, F.D., &c.)

Machinery of this vessel, as seen, is in good condition, & in my opinion, to remain as classed & to have record S.B.C.L. seen 4, 29. & N.D.B. fitted 4, 29.

Surveyor's Air Receiver

or Section 28.)

Surveyor's Fee (if any)

or Section 28.)

Expenses (if chargeable)

£ 2 : 2 : -

£ 2 : 2 : -

£

Fees applied for

25 APR 1929

Received by me

8.5.1929

TUE. 7 MAY 1929

Surveyor's Minute

As now

N.D.B. 4.29

Fred. A. Ferguson
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

W81-0179

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

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

continued
 (Cochrane type) boiler of a larger diameter & has
 been securely fitted on board the vessel & its safety
 valves adjusted under steam to working pressure.
 First entry report & plan attached herewith.
 Six lengths of S.D. steel air starting pipes have been
 tested by hydraulic pressure to 430 lbs per sq inch &
 found tight & satisfactory.

Fred. A. Ferguson

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Grounding damage. T.S. & bands
 Donkey Boilers replaced by larger
 boiler.

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

27/4/09

S4.24
 N.D.B. 4.24
 125.76
 Delete previous
 N.D.B. pressure



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