

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

(Received at London Office SAT. FEB. 7-1914)

Date of writing Report 5/2/14 When handed in at Local Office 5/2/14 Port of Hull.
No. in Reg. Book. Survey held at Hull Date, First Survey 4 Last Survey Jan 30 1914
30 up on the Machinery of the Wood, Iron or Steel S.K. "LORD LONDONDERRY" Master
Tonnage Gross 304 Net 124 Vessel built at Hull By whom Lochrane & Sons Ltd. When 1913
Registered Horse Power 93 Engines made at Hull By whom Ames & Smith Ltd. When 1913
No. of Main Boilers 153 Boilers, when made (Main) 1913 (Donkey)
No. of Donkey Boilers 2 Owners Yorkshire Ship. Fishing Co. Ltd. Port Hull Voyage Fishing
Steam Pressure in Main Boilers 200 X Surveyed Afloat or in Dry Dock St. Andrews
in Donkey Boilers V (State name of Dock.)

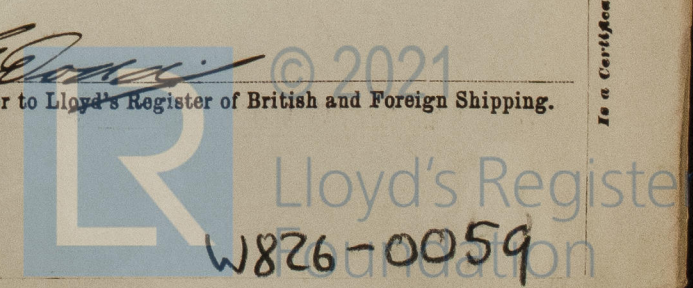
Last Report No. Port
Particulars of Examination and Repairs (if any) 2 propellers 11-13
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys. Years Assigned expired. Machinery and Boiler Surveys (including date of N.B., if any).
11-13 11-13

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?
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? 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? or two liners? or is it without liners?
Has shaft now been changed? If so, state reasons.
Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?
State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/16"
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Visit placed upon the shipway. Examination of the propellers, fastenings of the stern bush & of the sea connections found good.
Propeller changed, new propeller fitted: shaft drawn in just sufficient to allow of this -

General Observations, Opinion, and Recommendation:—The machinery of this vessel, as far as can be seen, is now in good working condition, eligible in my opinion to remain as classed without fresh record.

Survey Fee (per Section 28) £ 19
Special Damage or Repair Fee (if any) £
Travelling Expenses (if chargeable) £
Fees applied for 19
Received by me, 19
Committee's Minute TUE. FEB. 10. 1914
Assigned as now



Propeller changed

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

SJS
9.2.14

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2021

Lloyd's Register
Foundation