

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

13 SEP 1935

(Received at London Office)

Date of writing Report 12 SEP 1935 Port of HULL

No. in Reg. Book 11196 Survey held at Hull Date, First Survey 6/9/35 Last Survey 11/9/35 (No. of Visits 2)

Gross 117 Vessel built at H. Shields By whom J. Loffley Sons When 1844.6

Net 64 Engines made at Loder & Co By whom J. Loffley Sons When 1932.

Nominal Horse Power 34 Boilers, when made (Main) (Donkey)

No. of Main Boilers 2 Owners B.W. Cleamship, Tug & Lighters Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Col. Port Hull Voyage

Steam Pressure in Main Boilers 15 Surveyed Afloat or in Dry Dock River Hull

in Donkey Boilers

Last Report No. 45785 Port Hull

Particulars of Examination and Repairs (if any) *See Log.*

(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.

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?

" " 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?

State latest date of internal examination of each boiler

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers?

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 Boilers?

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?

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

Has shaft now been changed? If so, state reasons.

Has the 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?

State date of examination of Screw Shaft

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

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

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

2 Small air receivers to be tested to 600 lbs. P.

See Hull Report 45485.

Bilge pumps, clutch & reverse gear, thrust and inter: shafting all examined & found good. The engines in good order under working conditions.

The two small air receivers & their connections examined as far as practicable. Owing to the small amount of time available, the Superintendent asks that the testing of these bottles be postponed until the next dry docking, early next year.

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.S.M.S. 9,11, & L.M.C. 9,11, or S.L.M.C. 140 lb., F.D., &c.)

See is in good condition, and is eligible in my opinion to remain as classed, and to have fresh record of L.M.C. 6.34 as previously recommended, subject to the small air receivers being tested as required when the vessel dry docks early next year.

Survey Fee (per Section 29) £ : : Fees applied for 10

Special Damage or Repair Fee (if any) £ : : Received by me, 10

Travelling expenses (if chargeable) £ : :

Committee's Minute

Assigned

FRI. 20 SEP 1935

FRI. 28 FEB 1936

John Mackintosh

Engineer Surveyor to Lloyd's Register of Shipping.



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CERTIFICATE WRITTEN