

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

(Received at London Office

16. 11月1927

Date of writing Report 15 June 1927 When handed in at Local Office 15 June 1927 Port of Lith  
 No. in Reg. Book Survey held at Lith Date, First Survey 7 June 1927 Last Survey 14 June 1927  
3522 on the Machinery of the ... (No. of Visits 3)

Tonnage { Gross 876 Net 528		Vessel built at Glasgow		By whom Barclay, Curle & Co		When 1864-11	
Nominal Horse Power { 98		Engines made at Leith		By whom Hawthorn & Co		When 1864	
No. of Main Boilers 1		Boilers, when made (Main) 1924		(Donkey) 1924			
No. of Donkey Boilers 1		Owners Leith. Hall & Co		S.O. Co Ltd		Owners' Address	
Steam Pressure in Main Boilers 150		Managers J. Currie & Co		Port Leith		Voyage Bremen	
in Donkey Boilers 50		If Surveyed Afloat or in Dry Dock Alexandria		Particulars of Classification (which must be inserted)			

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) *Asking*  
(Periodical Surveys, when held, must be stated.)

Periodical Surveys, when held, must be reported in detail and variation 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 summarized 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?

De.	re	Donkey
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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 Hoiler?

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 Boller?

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, 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? Yes If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous limit?

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

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

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

Propeller stem bush and sea cock correction, examined and found in order.  
Tail shaft down, examined & found in order.

*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.&M.S. 9, 11, or  $\Phi$  U.S.C. 9, 11, 149 lb., F.D., &c.)

The machinery of this vessel is in good order, and eligible to remain as classed, and have fresh notation for tail shaft 6.27

Survey Fee (per Section 24).....	\$ 1		Fees applied for
Special Damage or Repair Fee (If any) (per Section 24.).....	\$		19
Travelling Expenses (if chargeable).....	\$ 1		Received by me,

Committee's Minute  
Assigned

TUES. 21 JUN 1927

As now

A. T. Thomsen

Engineer Surveyor to Lloyd's Register of Shipping



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*Hand-draft examined*

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*5627*

*201  
17/6/27*

**OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.**



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