

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

- 6 OCT 1921

(Received at London Office

SAT. OCT. 8 1921

Date of writing Report 10 When handed in at Local Office

Port of LIVERPOOL

No. in Reg. Book. Survey held at Birkenhead Date, First Survey 3rd Mar 1917 Last Survey 4th Feb 1921 (No. of Visits 14)

16345 on the Machinery of the ~~Wood, Iron or Steel~~ Co. "FULLAGAR" Master

Tonnage Gross 398 Net 185 Vessel built at Birkenhead By whom Emmell & Co. When 1920 - 7

Registered Horse Power 91 Engines made at Coalbridge By whom Wm Beardmore & Co. When 1921

No. of Main Boilers 1 Boilers, when made (Main) None (Donkey) 1920

No. of Donkey Boilers One Owners J. & F. Brocklebank Port Liverpool Voyage

Steam Pressure in Main Boilers 150 lb Surveyed Afloat or in Dry Dock Emmell & Co.

No. of Donkey Boilers 100 lb Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) L.M.C. & Co. Engines

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? None

Do. " Donkey " " " No

If this was not done, state for what reasons? Donkey Boilers not due.

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 Boilers? 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? Yes Is it fitted with continuous liner? Yes or two liners? or is it without liners?

Has shaft now been changed? No If so, state reasons

Is the shaft now fitted new? No 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? 1/8"

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

The following original parts have examined & found in good order:- Screw shaft, Stern bush, Thrust block, plunger block, Sea connections & their fastenings.

The original main Engines have been removed together with their blast & air starting boxes for fitting in the M/S MALIA (see Sir Rpt. No 82675) & Mers. Beardmore's 4 Cylinder Semi Diesel Hot bulb oil engine No 1306. Satisfactorily fitted in its place together with 3. Starting Air Pressure. (see Sir Rpt. No 71321 & 40984). New thrust & intermediate shafts & a C.I propeller have now been fitted (see Logbook Rpt. attached)

The donkey boiler has been moved from its original position abt. the main engine & is now fitted on a new seating for'd of the main engine, together with its oil fuel firing plant & connections. On completion the engines were satisfactorily tried at sea under full working conditions.

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 L.M.C. 9, 11, 140 lb., E.D., &c.)

The machinery of this vessel is in good order & eligible in my opinion to remain as classed with first tier of L.M.C. 10.21 & N.E. 10.21 & T.S. 10.21.

Survey Fee (per Section 29) £ 7. 11. 0 Fees applied for

Special Damage or Repair Fee (if any) £ 7. 0. 0

Travelling Expenses (if chargeable) £

Committee's Minute LIVERPOOL

Assigned MACHINERY CERT. WHITTEN. L.M.C. 10.21 N.E. 10.21

20/10/21 When fee is paid Rule 28 10.21.



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