

# 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 22, Last Survey 4th Oct 1921

16345 on the Machinery of the Wood, Iron or Steel Co. "FULLAGAR" Master (No. of Visits 14)

Tonnage Gross 398 Net 185

Vessel built at Birkenhead By whom Emmell Laird & Co. When 1920-7

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 of Brocklebank Port Liverpool Voyage

Steam Pressure in Main Boilers 100 lb

Surveyed Afloat or in Dry Dock (State name of Dock) Emmell Lairds

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned for special survey.	Machinery and Boiler Surveys (including date of N.R., if any).
SA 100A. 1. 7. 20		SA L.M.C. 7. 20
Electrically welded. Subject to Annual Survey - Experimental.		

Last Report No. Port Particulars of Examination and Repairs (if any) L.M.C. & other 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.

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?

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) & Men Beardmores 4 Cylinder Sims Diesel Hot bulb oil engine No 1306. Satisfactorily fitted in its place together with 3. Starters Air Preheaters (see Sir. Rpt. No 41321 & 40989). New thrust & intermediate shafts & a C.I propeller have now been fitted (see Logging Rpt. attached)

The donkey boiler has been moved from its original position abaft 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, 149 lb., F.D., &c.) The machinery of this vessel is in good order & eligible in my opinion to remain as classed with first tier of SA L.M.C. 10.21 & NE. 10.21 & T.S. 10.21.

Survey Fee (per Section 29) 27 11 0 Fees applied for - 7 OCT

Special Damage or Repair Fee (if any) (per Section 28.)

Travelling Expenses (if chargeable)

Received by me, [Signature] 18/10/21

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL - 7 OCT 1921

Assigned MACHINERY CERT. WRITTEN. 20/10/21

L.M.C. 10.21 NE 10.21

When fee is paid note 28 10.21.



If so, is the Report sent now, or when will it be sent?

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

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