

No. 81100f

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

(Received at London Office)

WED. DEC. 15 1920

Report No. Dec 8th 1920 When handed in at Local Office 14 DEC 1920 10 Port of LIVERPOOL

Survey held at Liverpool & Birkenhead Date, First Survey Oct 26th Last Survey Nov 29th 1920.

of the Machinery of the ~~Wood, Iron or Steel~~ S.S. "Resmore" Master [Signature]

Vessel built at Sunderland By whom Self Laining Sons Ltd When 1918-6

Engines made at Middlesboro By whom Richardsons Westgate When 18

Boilers, when made (Main) 1918 (Donkey)

Owners Furness Withy & Co (Mgrs) Port Liverpool Voyage

If Surveyed Afloat or in Dry Dock (State name of Dock.)

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

Particulars of Examination and Repairs (if any) oil fuel intake & docking

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>4100M shell & tube with fuel # 12-19</u>		<u>4 LMC 6.18</u>
<u>Carrying oil fuel FP above 150°F in DB & DT</u>		

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and any detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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 not?

Was a damage report made by anyone else? If so, by whom?

Did you personally go inside each Main Boiler separately and make a thorough examination at this time? no

Did you personally go inside each Donkey Boiler separately and make a thorough examination at this time?

What work done, state for what reasons? not due for survey

Parts of the Boilers could not be thus thoroughly examined?

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 you examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Did you examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Did you examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boiler?

Did you examine the drain plugs of the Main Boilers? and of the Donkey Boiler?

Did you examine all the mountings of the Main Boilers? and of the Donkey Boiler?

Has the screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes or two liners? or is it without liners?

Has the screw shaft now been changed? no If so, state reasons

Has the screw shaft now fitted new? no Has it a continuous liner? or two liners? or is it without liners?

What is 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? To be completed as opportunity

orders - Several closing lengths of oil filling pipes to fit in E & B room spaces, for E & B & settling tanks; observation tank & piping in connection with some heating coils (partly done) to be fitted; oil fuel pumps & heaters and piping & burners boilers, deck controls to steam to pumps & suction to settling tanks to be fitted. Ventilation settling tanks space to be effected, wood fittings to be removed from stowhold spaces (partly done). Installation on completion to be tested under working conditions.

done Vessel placed in Drydock - propeller, stern bush & sea cock fastenings examined & found satisfactory. Screw shaft drawn & examined in good condition. The oil fuel arrangements now partly carried out, in accordance with the approved plans. Transfer pumps & settling tanks (tested up to 160°) secured in position, oil heating coils fitted in settling & DB tanks, oil filling pipes fitted with exception of a few some closing lengths.

Final Observations, Opinion, and Recommendation: - The machinery of this

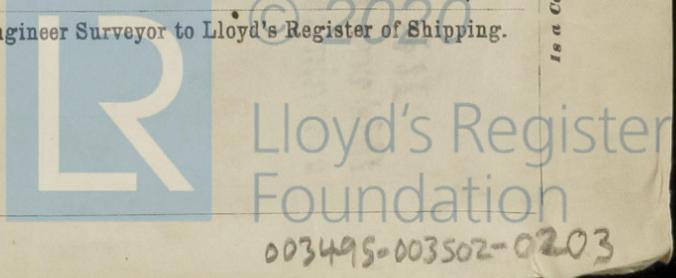
clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11 (140 lb., F.D., &c.)

vessel, so far as seen, is in good condition & eligible in my opinion, to remain as classed with fresh record of screw shaft exam^d. 12.20, and will be eligible for record of "Fitted for oil fuel, with date, FP above 150°F, on completion of survey"

(per Section 28).....	£	Fees applied for	19
Damage or Repair Fee (if any).....	£	Received by me,	19
Expenses (if chargeable).....	£		

J. S. Milton & A. Whelby
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL 14 DEC 1920
as now
Carole J.L.



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

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

003495-003502-0203

Screw Shaft seen.
oil fuel burning arrangements
partly completed

N.B.—If this Report is copied by Copving 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.

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

5. 11. 20

Record of "Fitted for oil Fuel"
deferred for completion

RM

17/12/20

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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