

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

(Received at London Office 10 DEC 1925)

Date of writing Report 8-12-1925 When handed in at Local Office 8-12-1925 Port of Middlesbrough

No. in Reg. Book. Survey held at Middlesbrough. Date, First Survey 4-12-25 Last Survey 5-12-1925 (No. of Visits 2)

28025 on the Machinery of the ~~Wood, Iron or Steel~~ TW. & S. MULBERA

Tonnage { Gross 9100 Net 5521 Vessel built at Glasgow By whom Stephen & Sons Ltd When 1922-6 Engines made at Do By whom Do When 1922

Nominal Horse Power { 1068 Boilers, when made (Main) 1922 (Donkey) Owners Brit India Steam Nav Co Ltd Port Glasgow Voyage Managers

No. of Main Boilers 5 No. of Donkey Boilers 1 Steam Pressure in Main Boilers 215 If Surveyed Afloat or in Dry Dock Dry Dock (State name of Dock.) Smiths

in Donkey Boilers 1 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 expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1 7.25		LMC 6.22 TS CL

Last Report No. Port

Particulars of Examination and Repairs (if any) Screw shafts

(Periodical Surveys, when held, must be reported in detail and seriatim 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? No

Do. " Donkey " " " " "

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

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 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 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 shafts now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

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

Is the shaft now fitted new? 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Stem bushes rewooded

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

Now done: - screw shafts drawn in. Propellers, stem tubes screw shafts and fastenings of sea connections examined and found in good condition

General Observations, Opinion, and Recommendation: - This vessel's machinery

(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.&N.S. 9,11, or L.M.C. 9,11, 150 lb., F.D., &c.)

is eligible in my opinion to remain as classed without fresh record of survey

Note. Screw shafts seen 12.25 CL

Survey Fee (per Section 88) £ Special Damage or Repair Fee (if any) (per Section 88) £ Travelling Expenses (if chargeable) £

Fees applied for 19 Received by me, 19

Committee's Minute TUES. 15 DEC 1925

Assigned As now

Arthur W. Oxford Engineer Surveyor to Lloyd's Register of Shipping.



IF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

Certificate required if so, to be sent to

Saw shafts etc examined.

It is submitted that
this vessel is eligible to
remain as O.S.S.V.

Both
S 12 & 25.

AWD
11/17/25

N.B. - If this Report is copied by copying 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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