

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

No. 82211

(Received at London Office 2 JAN 1928)

Date of writing Report 31/12/1927 When handed in at Local Office Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 35912 Survey held at Wallsend Date, First Survey 21<sup>st</sup> Nov 1927 Last Survey 22<sup>nd</sup> Dec 1927 (No. of Visits 10)

Tonnage Gross 1082 Net 514 Vessel built at Dartmouth By whom Phillip & Son Ltd. When 1925-1  
Engines made at do By whom do (Donkey)   
Nominal Horse Power 130 Boilers, when made (Main) 1925  
No. of Main Boilers 2 Owners' Address Empire de la Saxe-Marquise, Stda (if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers 1 Managers W. S. O'Connell Port Lisbon Voyage Lisbon  
Steam Pressure in Main Boilers 180  If Surveyed Afloat or in Dry Dock (State name of Dock.) W. S. O'Connell

Last Report No. Port Particulars of Examination and Repairs (if any) Boiler repairs

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?

Do. " Donkey " " " " "

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 Boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler?  To what pressure were they afterwards adjusted under steam? 185 lbs

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?

Has screw shaft now been drawn and examined? no Is it fitted with continuous 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? If so, state reasons  Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now fitted been previously used?  Has it a continuous liner?

State the distance between lignum vite 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

Both boilers taken out of the vessel & removed to the Boiler Shop  
Rivets drilled out of front plates, combustion chambers removed from shell  
Furnaces detached from comb. chs.  
Shell end plates & furnaces cleaned & dressed up & found in good condition. Boiler mountings removed cleaned & reworked.  
New combustion chambers built & old furnaces riveted to same & fitted in boilers  
Seams cleaned & checked & front plates & furnaces riveted  
All combustion chamber stays & steam space stays renewed.  
Boilers retubed. Mountings refitted.  
Boilers tested by water to 320 lbs 1/4 found tight & sound  
Boilers replaced in vessel & fixed in place P.T.O.

General Observations, Opinion, and Recommendation: The machinery of this vessel  
(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, E.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

is in good safe working condition & eligible in my opinion

& remain as classed & have heard B.S. 12-27

The vessel's name may now be removed from the Limitation List.

Survey Fee (per Section 28) £3.0.0 Fees applied for 81 NOV 1927  
Special Damage or Repair Fee (if any) £5.5.0 Received by me, W. S. O'Connell  
Travelling Expenses (if chargeable) £

Committee's Minute BS 12.27  
Assigned (without spl. condn)

Signature: William Butler  
Engineer Surveyor to Lloyd's Register of Shipping.

Stamp: WED. 30 MAY 1928  
FRI. 17 MAY 1929  
Lloyd's Register Foundation

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

vacuum oil cut yes.

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

Safety valves adjusted under steam as stated.

Main Engines tried under steam & all found in good working order.

William Butts.

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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