

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

No. 82211

(Received at London Office)

2 JAN 1928

Date of writing Report

When handed in at Local Office

31/12/10 27 Port of

NEWCASTLE-ON-TYNE

Date, First Survey

21st NovLast Survey 22nd Dec 1927

(No. of Visits) 10

No. in Reg. Book

Survey held at

Wallsend

Date, First Survey

21st NovLast Survey 22nd Dec 1927

(No. of Visits) 10

Tonnage

Gross 1082
Net 514

Vessel built at

Dartmouth

By whom

Phillip & Son Ltd.

When 1923-1

Nominal Horse Power

130

Engines made at

do

By whom

(Donkey)

No. of Main Boilers

2

Boilers, when made (Main)

1925

Owners' Address

(if not already recorded in Appendix to Register Book)

Voyage

Lisbon

No. of Donkey Boilers

1

Managers

W. S. O'Connell

Steam Pressure in Main Boilers

180

If Surveyed Afloat or in Dry Dock

(State name of Dock)

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

CHARACTER.	Years since last survey	Machinery and Boiler Survey (including date of N.E., if any).
For Special Survey.		
Date of last Survey and of Periodical Surveys.		
100 A.1.9.27		L.M.C. 1-25
		B.S. 1-27
Carrying petroleum in bulk		
Fitted for oil fuel 1-25		
F.P. above 150° F		

Last Report No.

Port

Particulars of Examination and Repairs (if any)

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?

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?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has screw shaft now been drawn and examined? If so, state reasons

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used?

State the distance between lignum vitae 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?

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. chrs.

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 refitted. Mountings refitted.

Boilers tested by water to 320 lbs. G.P. & found tight & sound

Boilers replaced in vessel & fixed in place

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, B.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 passed B.S. 12-27

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

Survey Fee (per Section 28)

£3.0.0

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

£5.5.0

Travelling Expenses (if chargeable)

£

Committee's Minute

Assigned

Fees applied for

81 NOV 1927

Received by me

1-19-28

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

WED. 30 MAY 1928

FRI. 17 MAY 1929

CERTIFICATE WRITTEN

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Lloyd's Register
Foundation

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.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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