

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

(Received at London Office

MON. MAR. 10 1924

Date of writing Report 8-3-24 When handed in at Local Office 8-3-24 Port of Leith

No. in Reg. Book. Survey held at Burntisland Date, First Survey 20-2-24 Last Survey 20-2-1924 (No. of Visits 1)

26030 on the Machinery of the Wood, Iron or Steel Ac. "USKBRIDGE"

Tonnage { Gross 2530 Net 1515 Vessel built at Burntisland By whom Burntisland S.S. Co. Ltd. When 1922

Nominal Horse Power { Engines made at Sunderland By whom N. Marine Eng. Co. Ltd. When 1922

No. of Main Boilers { Boilers, when made (Main) (Donkey)

No. of Donkey Boilers { Owners Hakside S.S. Co. Ltd. R.W. Jones & Co. Port Newport / Mun. Voyage

Steam Pressure in Main Boilers { If Surveyed Afloat or in Dry Dock Burntisland

in Donkey Boilers { (State name of Dock.)

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).
100.A.1		
Class contemplated		

Last Report No. Port

Particulars of Examination and Repairs (if any) Sea connections

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? 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 shaft now been drawn and examined? 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 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?

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

Sea connections examined & found satisfactory

## 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, 140 lb., F.D., &c.)

This vessel has now been towed to Sunderland to have the machinery etc. placed aboard.

Survey Fee (per Section 29).....	£	19
Special Damage or Repair Fee (if any).....	£	
Travelling Expenses (if chargeable).....	£	10

Fees applied for Received by me,

R. J. Easthope  
Engineer Surveyor to Lloyd's Register of Shipping.

FRI 22 AUG 1924

Committee's Minute

Assigned

Sent Ltd.

014899-014911-0300

Lloyd's Register Foundation

To attach to Report

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.

29/3/24

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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