

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

(Received at London Office.)

MAR 1922

Date of writing Report 3rd March 1922 When handed in at Local Office 3rd March 1922 Port of Middlesbrough

No. in Reg. Book 28580 Survey held at Middlesbrough Date, First Survey 7th March 1922 Last Survey 3rd March 1922 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel 4 1/2" Margha" Master [Signature]

Tonnage { Gross 8258 Net 5091 Vessel built at Glasgow By whom Barclay Curle & Co. Ltd When 1914-12

Registered Horse Power { 900 Engines made at [Signature] By whom [Signature] When 1914

No. of Main Boilers 4 Boilers, when made (Main) 1914 (Donkey) 1914

No. of Donkey Boilers 1 Owners British India Steam Nav. Co. Ltd Port Glasgow Voyage East

Steam Pressure in Main Boilers 215 lb and in Donkey Boilers 215 lb Surveyed in Dry Dock Smith's (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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A.1 10.21		L.M.C. 12.14.

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Rocking.

(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? no

Do. " Donkey " " " " no

If this was not done, state for what reasons? Boilers not opened up 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 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 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? 9. 3/16" S. 3/16"

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

Vessel placed in drydock: The propellers, after end of stern bushes, and the fastenings of the sea connections examined & found in good order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as far as seen is now in good order & safe working condition and eligible in my opinion to remain as classed without fresh record of survey.

(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.)

Survey Fee (per Section 28) £ : : Fees applied for

Special Damage or Repair Fee (if any) (per Section 28.) £ : : 19

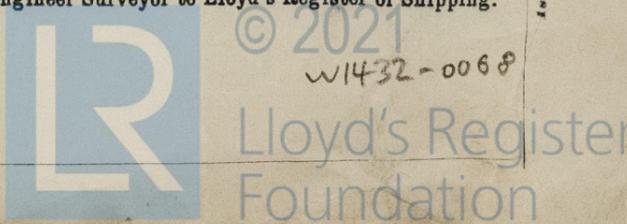
Travelling Expenses (if chargeable) £ : : Received by me, 19

TUE. MAR. 14 1922

Wm Cowie
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned Class to be omitted on reprint



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

As a Certificate required If so, to be sent to

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

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.

Class to be omitted at next
reprint of the Reg. Bk
See endorsement 10/10/21.

JWA
9/3/22

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation