

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

(Received at London Office)

FRI. JUL. 30 1920

Date of writing Report

10

When handed in at Local Office

29.7.20

Port of

Hull

No. in
Book.

Survey held at

Goole

Date, First Survey

30/4/20

Last Survey

21st July 1920

(No. of Visits)

10

on the Machinery of the Wood, Iron or Steel

S.S. "MAXTON" ex "KILGOBNET" Master

Gross 660
Net 297.30

Vessel built at

Middlesbrough

By whom

Smith's D.D. Co. Ltd.

When

1918.

Registered 116
Horse Power 1
of Main Boilers

Engines made at

do

By whom

do

When 1918.

of Donkey Boilers

Boilers, when made (Main) 1918

(Donkey)

Voyage

Main Pressure

Owners Messrs Wilson & Burlinson

Port

Newcastle

Donkey Boilers

Surveyed Afloat & in Dry Dock

Goole

(State name of Dock.)

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned not expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100 A1 7 20		L.M.C. 7.20

First Report No.

Port

Particulars of Examination and Repairs (if any) Classification

Medical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature 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 details 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.

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? ☒ Yes

Do. " " Donkey " " " " " " " "

This was not done, state for what reasons? ☒

What parts of the Boilers could not be thus thoroughly examined? ☒

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? ☒ Yes

To what pressure were they afterwards adjusted under steam? ☒ Not adjusted

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? ☒ Yes

, and of the Donkey Boiler? ☒

Did the Surveyor examine the drain plugs of the Main Boilers? ☒ None

, and of the Donkey Boiler? ☒

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

, and of the Donkey Boiler? ☒

Has screw shaft now been drawn and examined? ☒ No

Is it fitted with continuous liner?

or two liners?

or is it without liners?

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

Has the shaft now fitted new? ☒ No

Has it a continuous liner?

or two liners?

or is it without liners?

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? ☒ Close fit

The Survey is not complete state what arrangements have been made for its completion and what remains to be done? Safety valves to be adjusted. No opportunity was afforded for this to be done before the vessel sailed. Arrangements have been made for it to be done on the vessel's arrival at Newcastle. The Newcastle Surveyors have been notified.

The boiler examined throughout & found in good working condition.

The cylinders, pistons, slides, crank, thrust & intermediate shafting, condenser, pumps & suction, propeller, stern bush, sea connections & fastenings examined.

P. T. O

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.&M.S. 9,11, or L.M.C. 9,11, 140 lb., E.D., &c.)

is eligible in my opinion for record of L.M.C. 7.20.

when safety valves have been adjusted as above.

Survey Fee (per Section 28) £

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

Traveling Expenses (if chargeable) £

Fees applied for

10

Received by me,

10

P. Fitzgerald

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

MACHINERY CERT.

WRITTEN

TUE. AUG. 31 1920

TUE. SEP. 14 1920

FRI. NOV. 12 1920

FRI. JAN. 27 1921

FRI. AUG. 19 1921

TUE. AUG. 23 1921

Lloyd's Register Foundation

W1521-0140

W1521-0140

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

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

Alterations:-

The forward boiler removed. Fan engines, dynamo,
& one donkey pump removed. Pipe connections altered
to suit.

The bilge suction arrangement made in accordance
with approved plan & Secretary's letter.

The main steam pipes tested to 600 lb per sq"

For particulars of machinery as now fitted see
Accompanying First Entry Report.

N.B.-If this Report is copied by Copying Press, special 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.



© 2021

Lloyd's Register
Foundation