

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

(Received at London Office

21 FEB 1922

Date of writing Report

Feb. 18th 1922

When handed in at Local Office

21 FEB 1922

Port of London

No. in Reg. Book

Survey held at

London

Date, First Survey

16th Dec. 1921

Last Survey

Feb. 3rd 1922

(No. of Visits Eleven)

on the Machinery of the Wood, Iron or Steel

Mrs. Emerald

Mrs. S. "Molliette"

Master

Gross Tonnage

293

Net Tonnage

160

Vessel built at

Northampton

By whom

J. Pollock & Co. Ltd.

When 1919-20

Registered Horse Power

34

Engines made at

Stockholm

By whom

J. C. Bolander & Co.

When 1919

No. of Main Boilers

Boilers, when made (Main)

(Donkey)

No. of Donkey Boilers

Owners

Port

London

Voyage

India

Steam Pressure in Main Boilers

If Surveyed Afloat or in Dry Dock

Afloat

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). |
|---|-----------------------------|--|
|---|-----------------------------|--|

+ A.1. 6.20

Annual Survey Dec. 6.20

+ English Channel & Coasting Service from Thames to Milford Haven subject to Annual Survey - Experimental

Last Report No.

Port

Particulars of Examination and Repairs (if any)

None.

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 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?

Recommendations on account of damage sustained when starting up the Engines on Dec. 7th 1921-

Recommended the forward cylinder, cover & head to be renewed - the piston & rings to be renewed -

The connecting rod and top & bottom end bracers & bolts to be renewed - The bedplate to be efficiently repaired - The crank

shaft to be renewed - Nos. 1 & 3 main bearings to be renewed - The clutch to be taken adrift for examination - The upper half of

crank end to be renewed - 2 Crank case door valves & covers to be renewed - New pump complete with oil pipes, water service pipes, drain pipes.

2 Carbon connections between silencers & cylinder to be renewed. No. 2 Crank rod & pin to be renewed. When the repairs are completed the Engines to be tried under

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

The Engines have been removed from the Vessel and are in such a wretched condition that it is probable they will not be repaired -

Survey Fee (per Section 28) £

5.50.

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

Travelling Expenses (if chargeable) £

Fees applied for

21 FEB 1922

Received by me,

21 FEB 1922

Committee's Minute

FRI MAR 3 1922

Assigned

As now subject

FRI 18 AUG 1922

Withdraw class & insert (a.o.)

note re Engines

Engineer Surveyor to Lloyd's Register of Shipping.

W. T. Cornish & R. M. Offitt

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

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

Lloyd's Register Foundation

20. 24/922 W1544-0092

Damage during the starting of the
oil engines.

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.

Machinery removed from the
vessel.

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

subject to the engines
being repaired or renewed
& fitted.

Paul J. W.
27/2/22

General Committee
Thursday 24th August 1922.

Classing Committee's
decision confirmed
as

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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