

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

No. 77665

(Received at London Office)

TUE. 18 MAR. 1924

Date of writing Report

10

When handed in at Local Office

13/3/24 Port of

NEWCASTLE-ON-TYNE

No. in
Reg. Book.

Survey held at *Wellington Quay*

Date, First Survey *16 Jan.*

Last Survey *13 March 24*

1892

on the Machinery of the *Wood, Iron or Steel* Sc. & Met. *PyLades*

(No. of Visits)

10

Damage

Gross *665*

Net *278*

Vessel built at *Warrington*

By whom *R. Williamson & Son*

When *1903-9*

Nominal
Horse Power

85

Engines made at *Glasgow*

By whom *Ross & Duncan*

When *1903*

No. of Main Boilers

1

Boilers, when made (Main) *1920*

Fitted *1924*

(Donkey)

No. of Donkey Boilers

1

Owners *M. Taylor*

Port *Methil*

Voyage

Steam Pressure—
in Main Boilers

160

If Surveyed Afloat or in Dry Dock

Cleland's Slipway

(State name of Dock.)

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

CHARACTER. As for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any).
<i>1-100 A.I.</i>	<i>2.22</i>	<i>+L.M.C. MS. 2.21</i>
<i>S.S. Div. No. 3-</i>	<i>2.19</i>	<i>12.5.11.22</i>
		<i>15.2.22 C.L.</i>

Last Report No.

Port

Particulars of Examination and Repairs (if any) *L.M.C.*

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 repairs 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?*

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

his 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?

the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

165 lbs

the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

Yes

, and of the Donkey Boiler?

the Surveyor examine the drain plugs of the Main Boilers?

None

, and of the Donkey Boiler?

the Surveyor examine all the mountings of the Main Boilers?

Yes

, and of the Donkey Boiler?

screw shaft now been drawn and examined?

Yes

Is it fitted with continuous liner?

Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

No

shaft now been changed? *No* If so, state reasons

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?

the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? *A good fit. Low wood now renewed.*

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

examined by cylinders, pistons, covers, slides, crank, thrust & screw shafts, condenser, air, circulating, feed and bilge pumps with their connections, propeller, sea connections and inside fastenings, the steering engine & winches.

The main & Donkey Boilers were disconnected and lifted ashore and a new main Boiler set by Messrs The Central Marine Engine Works Certificate No. 3594 for which a copy of the report is attached hereto, was efficiently installed. The mountings were all tested by hydraulic pressure. The main steam pipe, the feed and blow down pipes were annealed and tested by hydraulic pressure. Two spring loaded safety valves of total area 16.59 sq in fitted with easing gear, were mounted and adjusted under steam. The distance between the Boiler shell & the side bunkers is 12". The Boiler is Coal-fired. It is damped. *FITTED 3.24 R.L.A.*

The H.P. piston valve liner was bored and a new piston valve fitted. The H.P. & L.P. piston rings were renewed. The thrust shaft collar was renewed and all re-metalled. New feed pump plungers were fitted.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is now in good order & eligible, in my opinion, to remain as classed with records of L.M.C. 3.24 + N.B. 21 FITTED 3.24 Screw shaft seen C.L. 3.24

Survey Fee (per Section 25) £ *7* - - -

Special Damage or Repair Fee (if any) (per Section 25.) £ *5* - *5* - -

Travelling Expenses (if chargeable) £ *1* - - -

Fees applied for

17 MAR 1924

Received by me,

24/3/24

R. Lee Amear

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

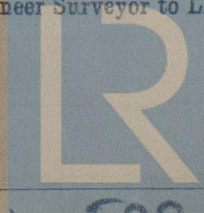
TUE. 25 MAR. 1924

Assigned

+ L.M.C. 3.24

without spl cond

+ N.B. 3.24



Lloyd's Register
Foundation

W523-0022

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

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

The helio pump crams were skimmed and re-bushed. The feed stife suction & delivery valves' chests were overhauled and put in order. The Ballast & General Service pumps were repaired. The Condenser tubes were drawn, the condenser cleaned, retubed and tested.

A careful examination was made of the h.o.s journal of the crankshaft - see Smith Report No. 16067 - The shaft is an iron forging and the marks on it are all longitudinal. There was no indication of oil on hammering and the marks appear to be of a superficial character. There has been no extension since the limits were marked in Jan/Feb 1922 and it is respectfully submitted that the vessel's name should now be removed from the limit list in respect of this shaft. The entry in the Special Reasons list with respect to the Donkey Boilers, which has now been put ashore may now be deleted.

R. Lee Amess.

22/10/10. due 2.2.3. till old main & donkey boiler removed from vessel & new main boiler fitted limits 22/10/10. Journal of crank shaft & engine shaft examined & found satisfactory. Several repairs effected to main & donkey shafts - drawn.

It is submitted that this vessel is eligible for THE RECORD. + L. M. C. 3.24 without special restrictions

2.3.24. + N.B. 3.24. 3cf
G.I.S. 9.1.1934 NHP 110 (5)

24/3/24

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