

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

(Received at London Office)

SEP 1933

Date of writing Report 19 When handed in at Local Office - 7 SEP. 1933 19 Port of Liverpool

No. in Reg. Book. 22448 Survey held at Liverpool Date, First Survey 1/9/33 Last Survey 2/9/1933 (No. of Visits 2)

Tonnage Gross 461 Net 178 Vessel built at Gt Yarmouth Hull By whom Pitchers Ltd

Nominal Horse Power 91HP Engines made at Hull By whom Amos & Smith Ltd When 1921-10mo (Donkey) —

No. of Main Boilers 1 Boilers, when made (Main) 1921 Owners Oulton S.S. Co. Ltd

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 180 lbs Managers R.R. Clark Owners' Address (if not already recorded in Appendix to Register Book.) Port Liverpool Voyage

in Donkey Boilers 1 X Surveyed Afloat or in Dry Dock Nelson Dock (State name of Dock.)

Last Report No. 101582 Port Liv

Particulars of Examination and Repairs (if any) B.S.

Periodical Surveys, when held, must be reported in detail and seriatim 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 " " " "

this was not done, state for what reasons?

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

So 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?

State latest date of internal examination of each boiler 1-9-33

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? 184 lbs per sq. in.

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 Boilers?

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.

Has the shaft now fitted been previously used? 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 date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Afloat.

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

Work done:— Main Boiler and its mountings examined internally, externally and under steam and Safety Valves adjusted under steam as above.

Repairs. Main Stop Valve spindle & main and auxiliary check valves and their spindles renewed.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel

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.)

As far as now seen is in safe working condition and is eligible in my opinion to remain as classed and to have fresh record of B.S. 9.33.

Fee (per Section 29) B.S. £ 2 : 0 : 0

Damage or Repair Fee (if any) £ : : (per Section 29.)

Other expenses (if chargeable) £ : :

Fees applied for

19

Received by me

22.9.1933

Committee's Minute

Signed B.S. 9.33.

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Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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