

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

No. 79839

(Received at London Office)

27 NOV 1925

NEWCASTLE-ON-TYNE

Date of writing Report 19 When handed in at Local Office 24/11/19 Port of 25

No. in Reg. Book. Survey held at Millington Quay Date, First Survey 13<sup>th</sup> Nov. Last Survey 28<sup>th</sup> Nov. 1925

19021 on the Machinery of the Wood, Iron or Steel Sc. Sr. ELSDON (No. of Visits 6)

Tonnage { Gross 1522 Net 805 Vessel built at Blyth By whom Blyth S.B. & S.D. Co. Ltd. When 1914-2

Nominal Horse Power 224 Engines made at Sunderland By whom H.E. Marine Eng. Co. Ltd. When 1914

No. of Main Boilers 2 Boilers, when made (Main) 1914 (Donkey)

No. of Donkey Boilers 1 Owners Sharp S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book).

Steam Pressure in Main Boilers 180 Managers Sharp & Co. Port Newcastle Voyage Baltic

in Donkey Boilers 1 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).

Last Report No. Port

Particulars of Examination and Repairs (if any) BS Docking

(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? Yes

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? Yes

To what pressure were they afterwards adjusted under steam? 180 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam? Yes

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

, and of the Donkey Boiler? Yes

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

, and of the Donkey Boiler? Yes

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

, and of the Donkey Boiler? Yes

Has screw shaft now been drawn and examined? No 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? Yes

Has shaft now been changed? If so, state reasons

Is the shaft now fitted new? Has it a continuous liner? Yes

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

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Shaft found not removed - Staked a good fit.

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

Vessel on Slipway. Propellers and outside fastenings, the boilers, their mountings, doors and fastenings examined.

The port and starboard furnaces of the Port Boiler, the Centre and port furnaces of the Starboard Boiler were jacked fair.

General Observations, Opinion, and Recommendation:-- The machinery of this vessel, above

(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.)

described, is eligible, in my opinion, to remain as classed with record BS 11.25.

Survey Fee (per Section 28) £ 3

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

Travelling Expenses (if chargeable) £

Fees applied for 26 NOV 1925

Received by me, R. Lee Anneson

Committee's Minute TUES. 1 DEC 1925

Assigned BS 11.25

TUES. 2 FEB 1926

Engineer Surveyor to Lloyd's Register of Shipping.

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W575-0171

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

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



Pl due 10.25 held  
Doching.

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.

Pl 14.25

28/10/25

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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