

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

(Received at London Office 16 OCT 1926)

Date of writing Report 13/10/26 When handed in at Local Office 13/10/26 Port of LIVERPOOL

No. in Reg. Book. 70260 Survey held at Liverpool Date, First Survey 6/10/26 Last Survey 8/10/1926 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel S/S "FULMAR"

Tonnage { Gross 1098 Vessel built at Liverpool By whom H.C. Grayson Ltd When 1919-5  
Net 1006 Engines made at do By whom D. Rollo & Sons When 1919

Nominal Horse Power 251 Boilers, when made (Main) 1919 (Donkey) —

No. of Main Boilers 2 Owners British & Continental S.S. Co Ltd Owners' Address —  
(If not already recorded in Appendix to Register Book).

No. of Donkey Boilers Nil Managers — Port Liverpool Voyage —

Steam Pressure in Main Boilers 180 Surveyed Afloat or in Dry Dock  
(State name of Dock.)

in Donkey Boilers ✓

Last Report No. 70730 Port Liv.Particulars of Examination and Repairs (if any) Compl: 9 B.S.

(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? Pat.

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? Star Boiler already surveyed, see Liverpool Report No. 90730

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 Port Main Boiler? Yes.

To what pressure were they afterwards adjusted under steam? 180 lb per sq in

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

To what pressure were they afterwards adjusted under steam? ✓

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

, and of the Donkey Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? Port

, and of the Donkey Boiler? ✓

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

, 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? No If so, state reasons —

Has the shaft now fitted been previously used? No

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 vite 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? Complete.

Now done. The Port Main Boiler, together with its mountings, doors & fastenings opened up & examined internally & externally. Upon the completion of the Survey the SV's of Port Boiler were adjusted under steam as above!

General Observations, Opinion, and Recommendation:—The machinery of this vessel as far as 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.)

See to now in good order, & safe working condition, & in our opinion is eligible to remain as classed & to have record of B.S.-9.26 as previously recommended, see Liverpool Report No. 90730

Survey Fee (per Section 28) £ 10  
Special Damage or Repair Fee (if any) (per Section 28.) £ 10  
Travelling Expenses (if chargeable) £ 10

Fees applied for

10

Received by me,

10

Committee's Minute LIVERPOOL

Assigned

B.S. 9.26.

15 OCT. 1926

FRI. 29 APR 1927

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation



7.25 parts Lick

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

9.26. completed.

It is submitted that  
this vessel is eligible for  
THE RECORD. R.S. 9.26

*[Signature]*  
19/10/26

10.9.26

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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