

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

(Received at London Office 27 JAN 1928)

Date of writing Report 23 Jan 1928 When handed in at Local Office 25th Jan 1928 Port of NEWCASTLE-ON-TYNE
 No. in Reg. Book. 313876 Survey held at Blyth Date, First Survey 10 Jan Last Survey 17 Jan 1928
 on the Machinery of the Wood, Iron or Steel S.S. "PADDINGTON" (No. of Plates 3)
 Tonnage { Gross 1545 Vessel built at Stockton By whom Craig, Taylor & Co Ltd When 1924-5
 Net 902 Engines made at Sunderland By whom R. E. Maines Eng. Co. Ltd When 1924
 Nominal Horse Power { 163 Boilers, when made (Main) 1924 (Donkey) -
 No. of Main Boilers 2 Owners A. Harrison (Shipping) Ltd Owners' Address London Voyage Coasting
 No. of Donkey Boilers 1 Managers London
 Steam Pressure in Main Boilers 180 Surveyed Afloat or in Dry Dock Surveyed in Dry Dock
 in Donkey Boilers 1 (State name of Dock.)

Last Report No. _____ Port PART. + LMC
 Particulars of Examination and Repairs (if any) DAMAGE

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+ 100A 1</u>		<u>+ LMC. 5.24</u>
<u>5.26</u>		<u>7.58.26</u>
		<u>(c)</u>

CARGO BATTENS NOT FITTED

(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? Yes, not required

Was a damage report made by anyone else? If so, by whom? Damage Report London

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do. " Donkey " " " " " " "

If this was not done, state for what reasons? Boiler not opened up for survey.

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? 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? Lignum Vite Bush

Has shaft now been changed? No 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 5/16" now rewooded.

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

the whole of the Rule Requirements to be carried out with the exception of examination of Propeller, stem bush, sea cocks, valves, fastenings and Condenser, which will be done as opportunity occurs in the near future. An account damage stated to have been sustained through vessel grounding while entering Blyth on 8th January 1928. Now Done: Propeller, stem bush, all sea cocks, valves and fastenings and Condenser examined and found or now placed in satisfactory condition

DAMAGE REPAIRS
Stem bush rewooded, piase removed from T. 5 lower.
H.P piston rod skinned up in lath and rebushed.

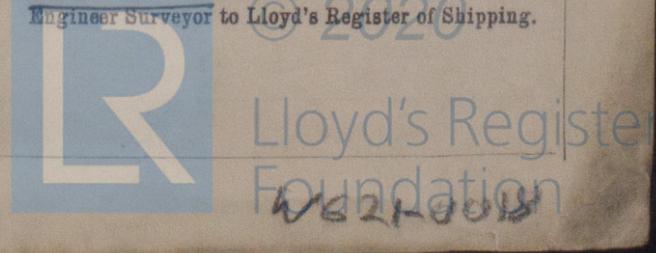
General Observations, Opinion, and Recommendation: The Machinery of this vessel
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.11, R.&M.S. 9.11, or S.L.M.C. 9.11, 149lb., F.D., &c.)
so far as seen, is eligible in my opinion to remain as classed with first record of survey T. 5.1.28 now and + LMC with date on completion of survey as above

Survey Fee (per Section 28) £ : :
 Special Damage or Repair Fee (if any) (per Section 28.) £ 2.2/0
 Travelling Expenses (if chargeable) £ : :
 Fees applied for 28 JAN 1928
 Received by me, 31-1-1928

John Robson
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 7 FEB 1928
 Assigned As now

TUE. 26 FEB 1928



Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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

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

Damage through pounding. Screw shaft
drawn, stern bush, sea connections & anchor
cramd.

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

S. 1. 28

Above table noted as part
S. 1. 24. due 5. 28

[Signature]
30/1/28.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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