

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

(Received at London Office)

17 OCT 1930

Date of writing Report 15. 10. 30 When handed in at Local Office Oct 15th 1930 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 64108 Survey held at North Shields Date, First Survey 1/8 "CASSIS" Last Survey Sept 23rd 1920
(No. of Visits 1)

Tonnage { Gross 4492 Vessel built at Glenoch. By whom Greenock & Graysouth Dry Dock When 1914-4.
Net 2896. Engines made at - do - By whom J. G. Kincaid & Co. Ltd. When 1914.

Nominal Horse Power 420 Boilers, when made (Main) 1914. (Donkey) 1914.

No. of Main Boilers 2 Owners Anglo-Saxon Petroleum Co. Ltd. Owners' Address London. Port London. Voyage

No. of Donkey Boilers 1 Managers Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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

in Donkey Boilers 100 Last Report No. Port

Particulars of Examination and Repairs (if any) Locking.

(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? no

Do. " Donkey "Boilers" not due "for survey at this time"

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

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? 1/16"

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

Vessel placed in dry dock. Examination made of Propeller & outside fastenings.

RETAIN

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

W627-0083

General Observations, Opinion, and Recommendation:—
(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. 2, 11, B. & N.S. 2, 11, or L.N.C. 2, 11, 140 lb., F.D., &c.)
The machinery of this vessel as far as now seen is in order & safe working condition & eligible in my opinion to remain as classed with out fresh record.

Survey Fee (per Section 28) £ 19
Special Damage or Repair Fee (if any) (per Section 28.) £
Travelling Expenses (if chargeable) £
Fees applied for 19
Received by me, 19

W. H. Hasw.
Engineer Surveyor to Lloyd's Register of Shipping.
TUE. 28 OCT 1930
TUE. 16 FEB 1932
TUE. 10 JAN 1933



Committee's Minute Assigned

Repaired

Docking

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.

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

*RM
21/10/30*

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Foundation