

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

(Received at London Office) WFD. 12 MAR. 1924

Date of writing Report 19 When handed in at Local Office 11 MAR 1924

No. in Survey held at Birkenhead Date, First Survey 28th Jan Last Survey 10th Mar 1924

Book. 928^a on the Machinery of the Wood, Iron or Steel S/S. "Queen Louise" (No. of Visits 7)

Age Gross 5194 Vessel built at Newcastle By whom Rutherfordland S.B. & Co. When 1912-14

Net 2987 Engines made at By whom R.E. Lewis & Co. When -

Registered 436 Boilers, when made (Main) 1912 (Donkey) ✓

Power of Main Boilers 3.518 Owners "Cudogon s/s Co. L.S. Dalziel Port Glasgow. Voyage Wilhelmshafen.

of Donkey Boilers If Surveyed Afloat or in Dry Dock (State name of Dock.)

Steam Pressure 180 lb

in Main Boilers

in Donkey Boilers

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys. Years Assigned now expired. Machinery and Boiler Surveys (including date of N.B., if any).

*100 A1 1-24 S.S. 50. No 3-10.21 Filled with oil tanks for carrying Petroleum Filled for oil fuel 10-21 F.P. about 150 F

Damage

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 details 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.

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? A. Coall 14/3/24

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

Do. " Donkey " " " ✓

When this was not done, state for what reasons? Not done.

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

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 a 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? No

Has a shaft now been changed? ✓ If so, state reasons ✓

Has the shaft now fitted new? ✓ Has it a continuous liner ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/8"

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? On account of damage stated to be due to grounding off Holyhead on the 23rd January 1924.

Now done Vessel placed in Dry Dock. Bottom badly set up all fore and aft and holed in places. Examined fastenings of sea cocks & valves Propeller and enter end of Stern Bush.

Recommended that the whole of the Machinery and Boilers be opened up for examination, but this has now been cancelled as Vessel is to be towed to Wilhelmshafen to be broken up. Starboard Boiler oil burners &c have been overhauled, and steam raised in this Boiler for working Pumps & Condensers when being towed. The Pumps are in good working condition.

Shafting uncoupled forward of Thrust for towing purposes

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. 9, 11, B.S.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

The above is reported for the information of the Committee.

Survey Fee (per Section 28) £ 5:5:0

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

Surveying Expenses (if chargeable) £

Committee's Minute LIVERPOOL: 11 MAR 1924 THE APP 29 1924

Assigned Transmit to London. JBR

Received by me, 10/3/1924

John D. Jones & Co. R. EED Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation W632-0066

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

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

See Special Endorsement on
the hull 13.3.24.

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.

JWD
13/3/24
MS

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register
Foundation