

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

(Received at London Office 13 NOV 1925)

Date of writing Report _____ 19 _____ When handed in at Local Office 9th Nov 1925 Port of NEWCASTLE ON-TYNE

No. in Reg. Book 27785 Survey held at North Shields Date, First Survey 2nd Nov 1925 Last Survey 6th Nov 1925
 on the Machinery of the Wood, Iron or Steel S.S. "MONEYSPINNER" (No. of Visits 5)

Tonnage { Gross 961 Vessel built at Dundee By whom Dundee S.B. Co. Ltd. When 1918-1
 Net 485 Engines made at Sunderland By whom McCole & Pollack, Ltd. When 1918
 Nominal Horse Power 91 Boilers, when made (Main) 1918 (Donkey)
 No. of Main Boilers 2 Owners British Dominions S.S. Co. Ltd Owners' Address _____
 No. of Donkey Boilers Managers _____ (if not already recorded in Appendix to Register Book).
 Steam Pressure in Main Boilers 180 Port Gosport Voyage _____
 in Donkey Boilers If Surveyed Afloat or in Dry Dock Smith's Dock (State name of Dock.)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) 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 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.)

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100A1</u>	<u>5,25</u>	<u>+LMC 1,25</u>
<u>S.S. Lon No 1 - 23</u>		<u>TS Ck 5,25</u>
<u>Carriage battens not fitted</u>		<u>BS 5,25</u>
<u>100 (A1)</u>		

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? yes, Under Surveyor.

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? Boilers not due 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? No

Has shaft now been changed? No If so, state reasons

Is 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?

State the distance between lignum vitae or ~~lignum vitae~~ 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? Survey Complete.
For damage stated to have been caused through the vessel foundering on the 12th 4 13th Oct 1925 at Denia.

How done:- Vessel placed in dry dock. Examined propeller, stern bush, screw shaft(s), sea connections and their fastenings, thrust shaft & shoes, air, circulating, feed, & bilge pumps, and condenser.

Repairs. Bilge & feed pump runs skimmed up & rebushed. One circulating pump fibre suction valve renewed. Condenser tested under a head of water and found tight.

General Observations, Opinion, and Recommendation:— The machinery of this vessel 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.N.C. 9,11, 140 lb., F.D., &c.)
now seen is in a good & efficient condition, and in my opinion is eligible to remain as classed with record of TS Ck 11,25 entered in the register book.

Survey Fee (per Section 28) _____ £ _____

Special Damage or Repair Fee (if any) (per Section 28.) _____ £ 2.2

Travelling Expenses (if chargeable) _____ £ _____

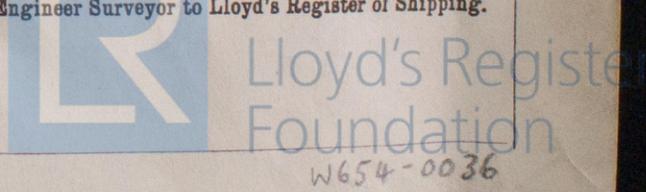
Committee's Minute _____

Assigned As now

Fees applied for 13 NOV 1925

Received by me, [Signature] 1925

L. Perrett © 2020
 Engineer Surveyor to Lloyd's Register of Shipping.



W654-0036

The Surveyor is requested not to write on or outside the space for Comments.

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

A Certificate required if so, to be sent to _____

Machinery partly examined on
account of damage due
to grounding
Small repairs effected.

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.

S/11.25

RA.
13/1/21

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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