

(Received at London Office - 3 APR 1935)

Date of writing Report 1st April 1935. When handed in at Local Office - 1 APR 1935

Port of LIVERPOOL

No. in Survey held at Liverpool. Date, First Survey 26th March 1935. Last Survey 27th March 1935. (No. of Visits 3.)

Author

2012 on the Machinery of the Wood, Iron or Steel

Gross 5596. Net 3553. Vessel built at Port Glasgow. By whom Russell & Co. When 1914.3.

Engines made at Glasgow. By whom J. Brown & Co. When 1914.

Boilers, when made (Main) 1914. (Donkey) 1914.

Owners Italian Gen Shipping Co. Ex Chartered S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port London. Voyage

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

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

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

+100 A1. 1.34. +L.M.C. 12.31. B.S. 2.34. L.S. 12.31.

L.S. 12.31. L.S. 12.31.

UNDER TAKING CASE

ast Report No. Port

Particulars of Examination and Repairs (if any) General Examination

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 repairs 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

as a damage report made by anyone else? If so, by whom?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey

his was not done, state for what reasons? See Lm letter dated 23.3.35.

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?

the latest date of internal examination of each boiler

the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boiler?

the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler?

screw shaft now been drawn and examined? 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?

shaft now been changed? If so, state reasons

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?

date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

In accordance with instructions in London letter of the 23rd ult examined the port & centre boilers together with their mountings under steam.

The stbd boiler will not be used owing to the crown of the port furnace being badly set down.

An interim Certificate has been issued and a copy is attached.

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, E.M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is in safe working condition and eligible in my opinion to remain as classed, without fresh record subject to the stbd boiler not being used and to the vessel being broken up after discharging her present cargo for West Indies.

Fee (per Section 29) £ 2 : 2 : - Fees applied for 27/3/35

Damage or Repair Fee (if any) £ : : Received by me, 27/3/35

Printing expenses (if chargeable) £ : :

Committee's Minute LIVERPOOL - 2 APR 1935

igned Refused. FRI. 2 AUG 1935

W 664-0034

Lloyd's Register Foundation



Port & Centre Boilers examined  
Starboard Boiler out of use on  
account of a distorted  
furnace.

It is submitted that  
this vessel is eligible to  
remain as UNCLASSIFIED.

Request to the Starboard  
Boiler not being  
used.

W.A.  
5/4/35



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