

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

(Received at London Office 14 NOV 1927)

Date of writing Report 11 Nov 1927 When handed in at Local Office 11 Nov 1927 Port of Newcastle-on-Tyne

Survey held at South Shields Date, First Survey 8 Nov Last Survey 9 Nov 1927 (No. of Visits 2)

701 on the Machinery of the Wood, Iron or Steel *See Sir UPMINSTER*

Tonnage { Gross 2176
 Net 1272
 Principal Power { 215
 No. of Main Boilers 2
 No. of Donkey Boilers ✓
 Working Pressure—Main Boilers 180
 Donkey Boilers ✓

Vessel built at Sunderland By whom Osbourne Graham & Co Ltd When 1917. 3
 Engines made at Sunderland By whom Richardsons, Westgarth & Costa When 1917.
 Boilers, when made (Main) 1917. (Donkey) ✓
 Owners Hudson 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 T. Dock. Ing. Roy Dk.

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

CHARACTER. of 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. 11.26.		+ LMC 9.25
S.S. SH. No 2 - 25		BS. 11.26.
		CL 11.26
Cargo Batten not fitted.		

Previous Report No. Port

Particulars of Examination and Repairs (if any) BS. Docking

Medical Surveys, when held, must be reported in detail and scrutiny in the terms of the Rules. State clearly the nature 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 names 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 ✓

Has 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? yes.

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

Was the examination of the Donkey Boilers not done, state for what reasons? ✓

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? yes. To what pressure were they afterwards adjusted under steam? 180 lbs/□

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? yes. , 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? yes. , and of the Donkey Boiler? ✓

Has the 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? no.

Has the shaft now been changed? no. If so, state reasons ✓ 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? Complete.

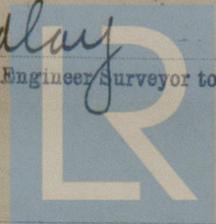
Propeller placed in dry dock. Propeller and after end stern bush examined. Sea cock fastenings examined and found in good condition. Main boilers together with their safety valves, mountings & manhole doors & fastenings examined & found or put in good order. Main boiler safety valves were adjusted under steam to pressure stated above.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as far as now seen is in good condition and eligible in my opinion to remain now classed with fresh record of BS 11.27.

Survey Fee (per Section 28) £ 3.0.0
Special Damage or Repair Fee (if any) (per Section 28.) £
Selling Expenses (if chargeable) ✓

Fees applied for 12 NOV 1927
Received by me, 19.11.1927

John T Findlay
Engineer Surveyor to Lloyd's Register of Shipping.



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Committee's Minutes FRI. 18 NOV 1927
Signed BS. 11.27

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

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

B.L. due 11.27. L.L.L.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible for
THE RECORD. B. S. 11. 27

A.
16/11/27.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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