

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

(Received at London Office) SAT. AUG. 25 1923

Date of writing Report 1923 When handed in at Local Office 24. 8. 1923 Port of Middlesbrough

Survey held at South Bank Date, First Survey and Last Survey 21. 8. 1923
on the Machinery of the ~~Wood, Iron or Steel~~ S. S. MORA
Gross 5967 Net 2825 Vessel built at Guatemunda By whom G. Sebeck Art. 218 When 1922-7
Engines made at do By whom do When 1922
Boilers, when made (Main) 1922 (Donkey) 1922
Owners La Junienne Steam Nav Co Ltd Port Swansea Voyage
If Surveyed Afloat or in Dry Dock Afloat Estlin Jetty
(State name of Dock.)

Report No. 2957 Port LA
Particulars of Examination and Repairs (if any) H.P. Crank Pin
Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 the nature and initials of any letters respecting this case.

CHARACTER. For Special Survey, Date of last Survey and of Periodical Surveys.	Years Allowed to expire.	Machinery and Boiler Surveys (Including date of N.B., if any).
100A1 5-23		LMC 9-22
		TB 09 5-23

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? None required 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

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

Where a thorough examination was not done, state for what reasons? Boilers not due for survey

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 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? ✓

Has the 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? Not seen

Is the Survey complete state what arrangements have been made for its completion and what remains to be done? Complete

Limit on fwd web and pin H.P. crank. (See Glo rept 11042789)
Examined H.P. Forward web and crank pin. The webs were tried for alignment and found parallel, also hammered, and turned, but no evidence of slackness. The paint around pin showing no sign of movement.
It is respectfully submitted that in view of the Glo rept. and of the examination and tests applied at this Port this vessel's name may now be removed from the limitation list.

General Observations, Opinion, and Recommendation:—The Machinery of this vessel as stated 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.M.C. 9,11, 140 lb., F.D., &c.)
As seen is in a good and safe working condition and eligible, in my opinion to remain as classed without conditions

Fee (per Section 28) £ 10
Damage or Repair Fee (if any) (per Section 28.) £
Printing Expenses (if chargeable) £
Fees applied for 10
Received by me, 10
FRI. 29 FEB. 1924
Committee's Minute
Signed as how
Wilmshurst cond's
Lloyd's Register Foundation
W678-0218

H.P. Prank per spec. web exam
found satisfactory

It is submitted that
this vessel is eligible to
remain as CLASSED, without

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.

Special restrictions

SP

29/8/23

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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