

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

(Received at London Office)

SAT. AUG. 25 1923

Date of writing Report

19

When handed in at Local Office

24. 8.

1923

Port of

Middlesbrough

in Book.

Survey held at

South Bank

Date, First Survey and

Last Survey

21. 8.

1923

273

on the Machinery of the

Wood, Iron or Steel

S. S. MORA

(No. of Visits)

Gross

5967

Net

2825

Vessel built at

Custumunda

By whom

G. Sebeck Art. Sub

When 1922 - 7

Engines made at

do

By whom

do

When 1922

Boilers, when made (Main)

1922

(Donkey)

1922

Owners

La Junienne Ste Nav Co Ltd

Port

Swansea

Voyage

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

Afloat at Port Jett

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 elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1 5-23		LMC 9-22
		78 09 5-23

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 serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and the details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

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 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? 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 been 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 Forward web and pin H.P. Crank. (See Glo rpt No 42789)

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 rpts 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 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.M.C. 9,11, 144 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

Fees applied for

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

Working Expenses (if chargeable)

Received by me,

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

As how

with respect to

W678-0218

Lloyd's Register Foundation

H.P. Crank per [unclear] examd
found satisfactory

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

Special restrictions

SP

29/8/23

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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