

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

No. 75456

Date of writing Report 22nd April 1922 When handed in at Local Office 22nd 4th 1922 Port of NEWPORT
 No. in Reg. Book. Survey held at North Shields. Date, First Survey and Last Survey 21st April 1922
16081 on the Machinery of the Wood, Iron & Steel S.S. Francis. (No. of Visits 1)
 Tonnage { Gross 1181 Vessel built at Sunderland. By whom Ostbourne Graham & Co. When 1915 - 3.
 Net 703. Engines made at Sunderland. By whom N.E. Marine Eng. Co. Ltd. When 1915.
 Registered Horse Power 148 Boilers, when made (Main) 1915. (Donkey) 1915.
 No. of Main Boilers 1 Owners Smith Pritchard & Co. Port London. Voyage
 No. of Donkey Boilers 1 Surveyed Afloat or in Dry Dock Albert Edward Dock. Particulars of Classification (which must be inserted
 Steam Pressure in Main Boilers 180 lb. (State name of Dock.)
 in Donkey Boilers 90 lb.

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.)

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? 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.

Do. " Donkey " no.

If this was not done, state for what reasons? not opened 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? no.

To what pressure were they afterwards adjusted under steam? not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? no.

To what pressure were they afterwards adjusted under steam? " "

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? no.

, and of the Donkey Boiler? no.

Did the Surveyor examine the drain plugs of the Main Boilers? no.

, and of the Donkey Boiler? no.

Did the Surveyor examine all the mountings of the Main Boilers? no.

, and of the Donkey Boiler? no.

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

Is the shaft now fitted new? no. 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 bearing metal of stern bush and top of after bearing of screw shaft? not taken. Vessel afloat.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? complete.

In damage stated to have occurred owing to vessel grounding at Lowestoft on April 13th 1922. Now done:-

A general external examination of the machinery was made and the ballast pump tried on the condenser and found satisfactory.

An interim certificate has been issued with a view to the vessel retaining class subject to a further examination of the tailshaft, sea connections and condenser in dry dock at the first opportunity.

General Observations, Opinion, and Recommendation:—The machinery of this vessel (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, 140 lb., F.D., &c.)

as far as seen is eligible in my opinion to remain as classed without fresh record of survey. Subject to the condenser tailshaft & sea connections being examined in dry dock at the first convenient opportunity.

Survey Fee (per Section 26) £ 2.20 Fees applied for 21/4 1922 Donk.
 Special Damage or Repair Fee (if any) (per Section 28.) £ 2.20
 Travelling Expenses (if chargeable) £ Received by me, 21/4 1922

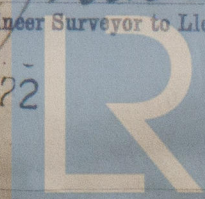
Committee's Minute

Assigned

FRI. APR. 28 1922

TUE. OCT. 24 1922
TUE. 21 NOV. 1922

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

0120-015M

General examination of machinery on
acc of grounding.

It is submitted that

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.

~~this vessel is eligible to~~
subject to the
condenser, screw shaft & other
connections being examined
at the first convenient
opportunity

HL
25/4/22.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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