

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

Date of writing Report 22nd April 1922 When handed in at Local Office 22nd April 1922 Port of North Shields
 No. in Reg. Book 6081 Survey held at North Shields Date, First Survey and Last Survey 21st April 1922 (No. of Visits 1)
 on the Machinery of the Wood, Iron or Steel S.S. "Francis"
 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'g 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.
 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) Ramages

CHARACTER, &c. for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A1.</u>	<u>11-21</u>	<u>+Linc. 5-19</u>
<u>SS hpt 1001.</u>	<u>19</u>	<u>BS. 14-21</u>
		<u>TS. (CL) 10-20</u>

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? no.
 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? no. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no.
 Has shaft now been changed? no. If so, state reasons _____
 Is the shaft now fitted new? no. Has it a continuous liner? no. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no.
 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? not taken. Vessel afloat. complete.
 If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? _____

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 survey, subject to the condenser tailshaft & sea connections being examined in dry dock at the first convenient opportunity.

Survey Fee (per Section 26) _____ Fees applied for 21/4 1922 Dist.
 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.



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

Is a certificate required? If so, to be sent to _____

0120-01EM

General examination of machinery on
acc of grounding.

It is submitted that
this vessel is eligible to
be licensed. Subject to the
condenser, screw shaft & box
connections being examined
at the first convenient
opportunity

H
25/4/22.

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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