

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

(Received at London Office

Date of writing Report 29 Sept 1919 When handed in at Local Office 30 Sept 1919 Port of CARDIFF
 No. in Reg. Book. Survey held at Cardiff Date, First Survey 11 July Last Survey 22 Sept 1919
20681 on the Machinery of the Wood, Iron or Steel See Mr. Messina Master
 Tonnage { Gross 4271 Vessel built at Newcastle By whom Atchamblond S. B. Co. Ltd When 1911 3
 Net 2757 Engines made at Sunderland By whom Richardsons Westgarth & Co. Ltd When 1911
 Registered Horse Power { 272 Boilers, when made (Main) 1911 (Donkey)
 No. of Main Boilers 3 Owners Gulf Line Ltd Port W. Hartlepool Voyage
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Bute
 Steam Pressure in Main Boilers 180 lb (State name of Dock.)
 in Donkey Boilers

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

Last Report No. _____ *Port* _____

Particulars of Examination and Repairs (if any) L. M. C.

(Periodical Surveys, when held, must be reported in detail and seriatim 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. " Donkey " "

If this was not done, state for what reasons?

And what parts of the Bollers 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?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

as screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes or two liners? ☒ or is it without liners? ☒

Has shaft now been changed? yes If so, state reasons liner unevenly worn

the shaft now fitted new? yes Has it a continuous liner? yes or two liners? ✓ or is it without liners?

ate the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *Lower half of bush rewooded*

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

Examined cylinders, pistons, slide valves, crank, thrust, intermediate and screw shaft, propeller, stern bush, sea cocks & valves, and their fastenings, bilge injection valve, bilge suction at roses, condenser, all pumps and valves, auxiliaries, main steam pipes, main engine bed plate and fastenings, main boilers, their doors and mountings, steam steering engine & ruddress, and found or made good as under.

Int. pressure eccentric sheave renewed, strap reinstalled & refitted
Guides overhauled and refitted

High pressure valve spindle trued up in lathe, and refitted with new neck and gland bushes.

Low pressure connecting rod, top half of bottom end re-metalled. P.T.O.

General Observations, Opinion, and Recommendation:—The machinery of this vessel is in good condition and eligible in our opinion to remain so classed and to have records of survey *L.M.C 9.19 & J.S.N. 9.19 in the Register Book.

Survey Fee (per Section 38) £ 5.10

Special Damage or Repair Fee (if any) £ 5 : 5 :
(per Section 28.)

Travelling Expenses (if chargeable) £

Fees applied for
30 Sept 19 19

Received by me,
2/10/1979

James Barclay
RPN
Engineer Sur

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 14 OCT. 1919

signed + Lmc 9.19

TUE. 23 DEC. 1919

TUE. 6-JAN. 1920

W853-0118

Sc. La. Messina

Screw Shaft lines unevenly worn, spare shaft and propeller (spare) fitted
Stern tube nut renewed

Lower half of stern bush rewooded.

Blow off cock, sea inlet cock, and Main injection valve, seat, spindle renewed

Bilge pump ramstrued up in lathe, and refitted with new neck
and gland bushes.

Reversing engine, turning gear, evaporator, and ballast, and
ballast pump overhauled.

Main steam pipes of copper annealed, tested by hydraulic
pressure to 360 lbs per sq inch, found satisfactory, repointed
in place, and covered with nonconducting composition.

Main bed plate, fastenings and packings overhauled.

Main boilers, 215 screw stays renewed, several tubes expanded,
and some caulking done to shell seams.
mountings overhauled.

James Barclay.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

S.S. No. 2 dia 3-19 now held.
Screw shaft drawn and replaced by
new one dia 3-19 being
worn unevenly. Spare propeller fitted.
Engines repaired generally.

It is submitted that
this vessel is eligible for
THE RECORD. 4 L. M.C. 9-19.

S.S. 9-19.

8/10/19



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