

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

Date of writing Report 27 April 1917 When handed in at Local Office 28 APR 1917 Port of London

No. in Reg. Book. Survey held at London Date, First Survey 13<sup>d</sup> April Last Survey 20<sup>d</sup> April 1917 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel REPAIRS Master Aspley

Tonnage Gross 5710 Net 3436 Vessel built at Stockton Bu whom Roper & Sons L<sup>o</sup> When 1914-1

Registered Horse Power 432 Engines made at Stockton By whom Blair & Co (Donkey) 1917 When 1917

No. of Main Boilers 2 Boilers, when made (Main) 1914 Owners Lane & Macandrew L<sup>o</sup> Port London Voyage Commercial

No. of Donkey Boilers 1 Surveied Afloat or in Dry Dock Surveied Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 4589 Port London Condition in ab

Particulars of Examination and Repairs (if any) Condition

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 details of such repairs, should be briefly summarised at the end of the report. State also the date 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. " " AVK Donkey " " " " No

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? 4

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?  or two liners?  or is it without liners?

Has shaft now been changed?  If so, state reasons Yes

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

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Yes

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

Examined all crank shaft bearings & crank pins found same satisfactory - slight discoloration on one or two bearings also very slight scoring. The main bearings & crank pin bushes had been painted at Trinidad, & the 1<sup>st</sup> crank pin and 2<sup>nd</sup> & 3<sup>rd</sup> bearings of shaft (from forward) had been filed up at that time

Recentric straps & patent metal in same (original) examined & satisfactory - Valve gear examined - satisfactory - pump link bushes & crosshead of same examined - crosshead bearings found worn oval 1/32" - filed up. Since shaft lined at Trinidad on being tested with gauges made them found & have only gone down 3/1000

General Observations, Opinion, and Recommendation:—

(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.&N.S. 9,11, or L.M.C. 9,11, 100 lb., F.P., &c.)

The above submitted for the Committee's information

Survey Fee (per Section 28) £ : Fees applied for 19  
Special Damage or Repair Fee (if any) (per Section 28.) £ : Received by me, 19  
Travelling Expenses (if chargeable) £ :  
Committee's Minute, FRI - MAY 1917  
Assigned As now  
W970-0109



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RETAIN

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OF THE SUPERVISOR HAS REQUESTED NOT TO BE REPRODUCED ACROSS THE WATER



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