

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

(Received at London Office 30 SEP 1942)
 Date of writing Report 27th August 1942 When handed in at Local Office 19 Port of PORT NATAL
 No. in Survey held at PORT NATAL Date, First Survey and Last Survey 25th August 1942
 Reg. Book No. 27124 on the Machinery of the WOOD or Steel S.S. LACONIA (No. of Visits 1)

Tonnage { Gross 19695 Vessel built at Newcastle By whom Swan Hunter & Wigham Richardson Year. Month.
 Net 11717 Engines made at do By whom Willesdon & Shipway Co Ltd When 1922
 Nominal Horse Power 256 Boilers, when made (Main) 1922 (Donkey)
 No. of Main Boilers 6 Owners Lunard White Star Ltd Owners' Address
 No. of Donkey Boilers 1 Managers do Port Liverpool Voyage
 Steam Pressure in Main Boilers 220 lbs If Surveyed Afloat in Dry Dock Afloat (State Name of Dock.)
 In Donkey Boilers

Last Report No. 117223. Port Liv.

Particulars of Examination and Repairs (if any) Test of steam pipe
 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

If this was not done, state for what reasons?

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?

State latest date of internal examination 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?

Has screw shaft now been drawn and examined? Is it fitted with continuous liner?

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

Has the shaft now fitted been previously used? Has it a continuous liner?

State date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Engine parts, when referred to by numbers, should be counted from forward.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

Is electric light and/or power fitted?

Present condition of funnel(s).

To what pressure were they afterwards adjusted under steam?

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and of the Donkey Boilers?

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General Observations, Opinion, and Recommendation:—

The machinery of this vessel is in good order and no alteration is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also no alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.; thus, for example, S.S. 9.11, B. & M.S. 9.11, L.M.C. 9.11, or CS 3.35.

eligible in my opinion to remain so classed without fresh record of survey.

Survey Fee (per Section 29) £ 3 3 0
 Special Damage or Repair Fee (if any) (per Section 29.) £ 2 6
 Travelling expenses (if chargeable) £
 Committee's Minute Assigned
 TUE 6 OCT 1942
 As now
 Fees applied for 25/8/1942
 Received by me, 19
 H. Ross Jones
 Acting 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



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

Stamps repairs.

It is submitted that
this vessel is capable to
remain as Classed.

Run

5.10.12

Run 1st Jan 1912
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Foundation