

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

(Received at London Office)

JUN 10 1937

Date of writing Report 8-6-1937 When handed in at Local Office 9-6-1937. Port of Aberdeen.

No. in Reg. Book. Survey held at Aberdeen. Date, First Survey and Last Survey 26<sup>th</sup> May 1934 (No. of Visits 1.)  
on the Machinery of the Wood, Iron or Steel "GWENT HILLS"

Tonnage: Gross 868, Net. Vessel built at Aberdeen By whom J. Lewis & Son Ltd When 1934  
Engines made at " By whom " When "  
Nominal Horse Power 131 Boilers, when made (Main) 1934 (Donkey)  
No. of Main Boilers 1 Owners Messrs Morley & Son Ltd Owners' Address (if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers 1 Managers " Port Newport, Mon. Voyage  
Steam Pressure in Main Boilers 200  
in Donkey Boilers 1  
If Surveyed Afloat or in Dry Dock N<sup>o</sup> 3 Postoon. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port  
Particulars of Examination and Repairs (if any) Damage.

(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 Yes. Not required

Was a damage report made by anyone else? If so, by whom? Underwritten Surveyor.

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

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 Present condition of funnel(s)  
Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?  
Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?  
Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? Yes If so, state reasons Yes  
Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State date of examination of Screw Shaft Yes State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft close  
Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

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

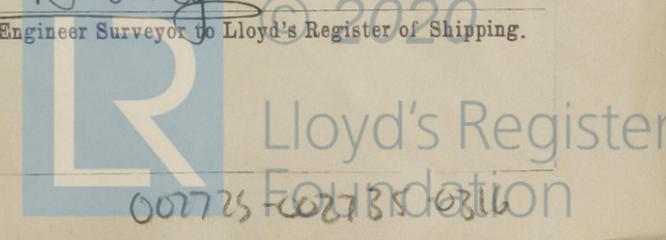
Survey for Damage: Stated to have been sustained on the 11<sup>th</sup> May 1934 by striking a Jug, immediately after launching into the River Dee at Aberdeen.  
Vessel placed on Postoon. Propeller, end of tail shaft & stern bush & outside fastenings of sea connection examined.  
Now done: One blade of C.I. Propeller found slightly chipped on following edge and propeller now renewed.

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, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)  
is now, so far as seen, in good order & condition, and eligible in my opinion for record of survey as recommended on attached 1<sup>st</sup> Entry report Abn N<sup>o</sup> 18998.

Survey Fee (per Section 29) £ : : Fees applied for 19  
Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19  
Travelling expenses (if chargeable) £ : :

Committee's Minute  
Assigned As now See Abn N<sup>o</sup> 18998

J. J. Davy  
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