

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

Date of writing Report 19 When handed in at Local Office 3 Nov 1932 Port of Sunderland  
No. in Reg. Book. 79160 Survey held at South Shields Date, First Survey 1 Last Survey Nov 3 1932  
on the Machinery of the Wood, Iron or Steel Sc. "WANDLE"  
Tonnage Gross 1490 Net 960 Vessel built at Burntisland By whom Burntisland S.B. Co. Ltd. When 1932  
Engines made at Sunderland By whom H. E. Mannie & Co. Ltd. When 1932  
Boilers, when made (Main) 1932 (Donkey)  
Owners Wardsworth & District Ls. Co. Owners' Address (if not already recorded in Appendix to Register Book).  
Managers Port London Voyage  
If Surveyed Afloat or in Dry Dock Afloat Buoy.  
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port  
Particulars of Examination and Repairs (if any) Thrust Shaft.  
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. Letter to Secretary dated 2-11-32.  
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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1. With freeboard class 6 contemplated.		

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?  
Do. " Donkey " " " "  
If this was not done, state for what reasons?  
What parts of the Boilers could not be thus thoroughly examined?  
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? 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 Boiler?  
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?  
Is screw shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?  
Is shaft now been changed? If so, state reasons  
Is the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?  
State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?  
If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? COMPLETE.

How Done. Michel Thrust - Spun up for examination. Thrust collar, shaft in way and Thrust pads examined. All found to be satisfactory.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel, as now (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, 149 lb., F.D., &c.)  
is in a good & efficient condition, and eligible in my opinion, to have the notation recommended in Std. Report of First Entry No. 31077.

Survey Fee (per Section 25) £ 19  
Special Damage or Repair Fee (if any) (per Section 25.) £  
Selling Expenses (if chargeable) £  
Fees applied for  
Received by me,  
19

Committee's Minute / FRI, 4 NOV 1932  
Signed See &c. attached  
Lloyd's Register Foundation  
004230-004237-0129