

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

Date of writing Report 22 April 1929 When handed in at Local Office 22 APR. 1929 Port of LIVERPOOL

No. in Reg. Book 78991 Survey held at Liverpool Date, First Survey 18th Mar Last Survey 15th April 1929 (No. of Visits 7)

Tonnage { Gross 4663 Net 2886 Vessel built at Port Glasgow By whom Lithgows Ltd When 1919

Nominal Horse Power 517 Engines made at Greenock By whom Raukin & Blackman When 1919

No. of Main Boilers 3 Boilers, when made (Main) 1919 (Donkey) Owners Charente S.S. Co. Ltd Owners' Address Port Liverpool Voyage Voyage

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 180 lbs Managers J. J. Harrison If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 289 Port Liverpool Particulars of Examination and Repairs (if any) Alterations

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?

Do. " 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?

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? 180 lbs

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?

Has 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?

Has shaft now been changed? If so, state reasons

Has 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? 1/8

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

Tail Shaft will be drawn and Stern bush examined or renewed at next docking within the next 6 months. Flange of Stern bush Cracked at Flange. See S.R.L.

Examined all boilers externally and internally together with their mountings and adjusted safety valves under steam as stated above.

Examined propeller and fastenings of sea connections.

S.R.L. Stern bush examined as far as possible and found satisfactory.

Alterations. The Clark Chapman System for pulverized Coal has been fitted to the Centre and Starboard boilers.

2 Generators (40 KW, 100 V, 1100 Amp, 600 revs) have been fitted in the Engine Room and 2 motors, 2 pulverizers and

General Observations, Opinion, and Recommendation:— P.T.O.

(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, 140 lb., F.D., &c.)

The Machinery of this vessel is in safe working condition and eligible in my opinion to remain as classed and have fresh record of B.S. 11. 29. Subject to the Stern bush being examined or renewed at next drydocking

Survey Fee (per Section 28) £4 Fees applied for 23 APR. 1929 Special Damage or Repair Fee (if any) (per Section 28.) £ Received by me J. J. Milton Travelling Expenses (if chargeable) £ 29th April 1929 Engineer Surveyor to Lloyd's Register of Shipping. Committee's Minute LIVERPOOL 23 APR. 1929 FRI. 4 JUL 1930 Assigned B.S. 11. 29. Subject.

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to



