

Rpt. 9.

DISCLOSED

SECTION No. 117

No. 116903

# REPORT OF SURVEY FOR REPAIRS, &c. OF ENGINES AND BOILERS

(Received at London Office

13 AUG 1948

Date of writing Report

29th July

When handed in at Local Office

29th July

19

Port of

LONDON

No. in

Reg. Book

56449

Survey held at

LONDON

Date First Survey

14th July

Last Survey

23rd July 1947

(No. of Visits)

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "DARENT"

Gross Tonnage 172  
Net Tonnage 6  
Nominal Horse Power 83  
No. of Main Boilers 1  
No. of Donkey Boilers 1  
Steam Pressure in Main Boilers 180 lb.  
in Donkey Boilers 1

Vessel built at

Port Glasgow

By whom

Sturgeon Bros

When

1908 3

Engines made at

Do-

By whom

Do-

When

1908

Boilers, when made (Main)

1908

(Donkey)

Owners

Port of London Authority

Owners' Address

(If not already recorded in Appendix to Register Book.)

Port London

Voyage

Managers

If Surveyed Afloat or in Dry Dock

See below

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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		+ LMC 11.40
10.47.		BS. 7.47.
55 Lun 2nd 123		TSN 9.47
55 Lun 402 - 40		
EXAMINED 10.47.		

SEE SPL. NOTE S.R.L. (MACHY)

## Particulars of Examination and Repairs (if any)

BS.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any. 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.

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.

Has a damage report been made by anyone else? If so, by whom?

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time?

Donkey

State for what reasons

What parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler

Present condition of funnel

Has the Surveyor examined the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

Has the Surveyor examined the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Has the Surveyor examined all the mountings of the Main Boilers?

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

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

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the

bush

Is electric light and/or power fitted?

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?

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

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

Now done

The boiler opened up and examined throughout including all mountings manholes, doors etc. afterwards examined under steam and safety valves adjusted as above.

Repairs:- Two plain tubes renewed at this time.

## 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, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)

Good and efficient condition and eligible in my opinion to remain as now classed with fresh record of BS. 7.48

Survey Fee (per Section 29)

BS

E

3

Fees applied for

Special Damage or Repair Fee (if any)

E

15

Received by me,

Travelling expenses (if chargeable)

E

19

Engine Surveyor to Lloyd's Register of Shipping.

Committee's Minute

WED 18 AUG 1948

Assigned

BS. 7.48

FRI. 29 OCT 1948

General Committee  
Thursday, 4th November 1948  
Classing Committee decision  
Confirmed.

007938-007946-0083