

12 SEP 1953

BRITISH CORPORATION.

No 58456

pt. 9.

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

(Received at London Office)

Date of writing Report 11th. Sept. 1953. When handed in at Local Office 11th. Sept. 1953 Port of CARDIFF.

No in Reg. Book. Survey held at CARDIFF. Date. First Survey 10th. Sept. 1953. and Last Survey 10th. Sept. 1953. (No. of Visits 2.)

26320 on the Machinery of the ~~Woodhouse~~ Steel S.T. "SASEBO".

Gross tonnage 308 Vessel built at Middlesbro' By whom Smith's Dock Co. Ltd. When 1928 12.
 Net tonnage 116. Engines made at Middlesbro' By whom Smith's Dock Co. Ltd. When 1928
 IN As Per Rule - Boilers, when made (Main) 1928 (Donkey) --
 No. of Main Boilers 1 Owners Neale & West. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 IS " " " 1980 Managers -- Port Cardiff. Voyage -
 No. of Donkey Boilers - ~~xx~~ Surveyed ~~xxxx~~ in Dry Dock Gridiron. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure—
 in Main Boilers 180lb
 in Donkey Boilers -

Last Report No. - Port Cardiff. Particulars of Examination and Repairs (if any) Docking and Repairs.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs. 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?

If not, 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?

State latest date of internal examination of each boiler. Present condition of funnel(s).

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 Boilers?

Did the Surveyor examine 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 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 stern bush. working fit 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. Auxiliary machinery should be referred to by position in Machinery Space.

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

Now done:-
Vessel placed on Gridiron, propeller (wire entangled in same), after end stern bush and sea connection outside fastenings examined. Tailshaft wear down working fit.

Repairs now effected:-
Wire removed from propeller, guard ring cut off and new split guard ring fitted at after end stern bush.

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, etc.)

The Machinery of this vessel is eligible in my opinion to remain as now classed without fresh record.

Survey Fee (per Section 23) £ : : Fees applied for, 11th. Sept. 1953
 Special ~~Damage~~ Repair Fee (if any) £ 3 : 3 . Received by me, Asnow
 (per Section 23.)
 Travelling expenses (if chargeable) £ : :
 Committee's Minute
 Assigned

THURSDAY 24 SEP 1953

Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register of Shipping

008231-008236-0193

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

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