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No. 92710

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

Date of writing Report 31 MAY 1928 19 When handed in at Local Office 31 MAY 1928 19 (Received at London Office 31 MAY 1928)

No. in Reg. Book. 5317 Survey held at London Port of London

Date, First Survey 27th April Last Survey 21-5-28 (No. of Visits 5)

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

Tonnage { Gross 9372 Net 5985

Nominal Horse Power 899

No. of Main Boilers 2 DB 2 SB

No. of Donkey Boilers –

Steam Pressure— Main Boilers 205

Donkey Boilers –

Vessel built at Newcastle By whom Swan Hunter & Wigham Richd^s When 1907-2

Engines made at do By whom Wallond Slpwy Co When 1907

Boilers, when made (Main) 1907 (Donkey) –

Owners Shaw Savill & Albion Co Ld Owners' Address (if not already recorded in Appendix to Register Book).

Managers Port Southampton Voyage

If Surveyed Afloat or in Dry Dock (State name of Dock.) RPD

Last Report No. Port

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 Shelter DK with H.L. 11.27		+LMC 6.25
SS Lon No 3 5.20		BS 3.27
SS Lon No 1 -24		TS(cc) 4.26
		+LMC 11.27.

Particulars of Examination and Repairs (if any) +LMC & DKS.

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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the tes 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? Yes

Do. " Donkey " " " –

If this was not done, state for what reasons? –

In what parts of the Boilers could not be thus thoroughly examined? –

In 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? Yes To what pressure were they afterwards adjusted under steam? 205

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? Yes , 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? Yes , and of the Donkey Boiler? –

Has screw shaft now been drawn and examined? Stbd Yes 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? –

Has shaft now been changed? No 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? –

What the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? P. 3/32 Stbd good fit

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

Vessel placed in dry dock Propellers outside fastenings & sea connections examined. Stbd screw shaft drawn in & examined a new outer stern bush fitted & bush renewed.

Main boilers examined in their entirety & all safety adjusted under steam as above

Main engine cylinders pistons valves & casings crank thrust & tunnel shaftings, condensers tested pumps & pumping arrangements found in order except circulating pump casings which have now been renewed, Port & Stbd.

If Stockless, state Mechanical Tests.

General Observations, Opinion, and Recommendation: The machinery of this

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.)

vessel is eligible in my opinion to remain as classed & to have record of survey +LMC 5-28 & Notation Stbd screw shaft examined 5-28.

Fee (per Section 28) £14 0 0 Fees applied for 31 MAY 1928

Damage or Repair Fee (if any) (per Section 28.) £ ; ;

Other Expenses (if chargeable) £ ; ; ✓ Received by me, 19-6-28 19

Committee's Minute FRI. 8 JUN 1928

Confirmed +L.M.C. 5,28

CERTIFICATE WRITTEN. 21.6.28

Charles H. Hunter
Engineer Surveyor to Lloyd's Register of Shipping.

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

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

DO NOT TO WRITE ACROSS THIS MARGIN.

S.S. R2 due S.28 Now held on machy.

It is submitted that this vessel is eligible for THE RECORD + L M.C. 5.28.

4/6/28

Star^d
S.5.28.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.