Rpt. 9.

No. 32327

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

(Received at London Office MAR 10 1938)

Date of writing Report ..... 19..... When handed in at Local Office 9 MAR. 1938 Port of SUNDERLAND.

No. in Reg. Book. 40725 Survey held at Sunderland Date, First Survey Feb 22 Last Survey Mch 7 1938 (No. of Visits 4)

on the Machinery of the ~~Wood, Iron or~~ Steel WELSH TRADER

Tonnage { Gross 4880 / Net —

Nominal Horse Power —

No. of Main Boilers —

No. of Donkey Boilers —

Steam Pressure— in Main Boilers —

in Donkey Boilers —

Vessel built at Sunderland By whom J. L. Thompson & Sons, Ld When 1938

Engines made at Newcastle By whom N. E. Marine Eng. Co. Ltd When 1938

Boilers, when made (Main) — (Donkey) —

Owners Trader Navigation Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port London Voyage

~~If~~ Surveyed Afloat ~~or~~ in Dry Dock Grimwade's (State name of Docks)

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).
100A1 (Class contemplated).		

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

Particulars of Examination and Repairs (if any) Damage

(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 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 Yes. not required

Was a damage report made by anyone else? If so, by whom? Yes. Underwriter's Surveyor

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? .....

" " 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? } Damage

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

Did the Surveyor examine the Safety Valves of the Main Boiler? Fitted to ..... 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 Boilers? .....

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? No 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? No 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 date of examination of Screw Shaft — State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft Working fit

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

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

Now done for Damage stated to have been caused by vessel's striking pier and quay walls in the River Wear on 12th Feb. 1938.
Vessel placed in dry dock propeller and outside fastenings examined. Three blades of the propeller found slightly distorted at trailing edges. Propeller removed and pitch checked by Engine Makers and found in order.

Repairs:- edges of propeller blades faired as necessary.
Bilge piping on starboard side forward removed in way of hull repairs, replaced & tested on completion of same.

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, B.S. 9,11, B.&M.S. 9,11, ✠ L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.) CS 3,34,

The machinery of this vessel, as now seen, is in an efficient condition and eligible, in my opinion, to remain as classed without fresh Record.

L. R. Horne

Engineer Surveyor to Lloyd's Register of Shipping.

Survey Fee (per Section 29) ..... £ : :

Special Damage or Repair Fee (if any) ..... £3 : 3 :
(per Section 29.)

Travelling expenses (if chargeable) ..... £ : :

Fees applied for 8 MAR. 1938

Received by me, May 5 1939 9.5.38.

FRI 18 MAR 1938

Committee's Minute

Assigned + Lmc 9.38

2 SB (Spt) 220 lb
1 Lmc SB 220 lb.

ZD CR

(The Surveyors are requested not to write on this side.)

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

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