Rpt. 9.

No. 6481.

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

(Received at London Office 10 FEB 1926)

Date of writing Report 9. 2. 1926 When handed in at Local Office 9. 2. 1926 Port of PLYMOUTH.

No. in Reg. Book. 34986 Survey held at DARTMOUTH. Date, First Survey 18. 1. 26 Last Survey 9. 2. 1926. (No. of Visits 8.)

on the Machinery of the ~~Wood, Iron or~~ Steel Tw. Sc. "THE MEW"

Tonnage { Gross 114 / Net 53.

Nominal Horse Power 60.

No. of Main Boilers 1

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 130lb.

in Donkey Boilers ✓

Vessel built at Falmouth By whom Cox & Co. When 1908-5.

Engines made at do. By whom do. When 1908

Boilers, when made (Main) 1908. (Donkey) ✓

Owners Great Western Railway Co. Owners' Address – (if not already recorded in Appendix to Register Book)

Managers ✓ Port London. Voyage Ferry Service

If Surveyed Afloat or in Dry Dock (State name of Dock.) River Dart and Philips' Pontoon

Yes.

Last Report No. 6411 Port Ply.

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 expire.	Machinery and Boiler Surveys (including date of N.B., if any).
+A-, 2.25.		+L.M.C. 12.23
In ferry purpose		B.S. 2.25.
S.S. Ply. No. 3-5.18.		T.S. Cl. 12.23
S.S. Ply No. 2-23.		

Particulars of Examination and Repairs (if any) B.S. & T.S.

(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 ✓

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? ✓

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? Yes. To what pressure were they afterwards adjusted under steam? 135 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? Yes. , and of the Donkey Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? none , 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? 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? ordinary bush.

Has shaft now been changed? No If so, state reasons ✓

Is the shaft now fitted new? ✓ 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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft? Close (new wood).

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

NOW DONE. The main boiler and its mountings examined and put in good order and its safety valves adjusted under steam.

All plain tubes have now been renewed and on completion of repair the boiler tested by hydraulic pressure to 185 lbs. per square inch with satisfactory results.

The tail shafts examined and found sound. The propellers, stern bushes and the sea connections and their fastenings examined and put in good order. The lower halves of stern bushes re-wooded.

The machinery being opened out for B.o.T. survey opportunity was taken to examine the cylinders, pistons, slide valves and shafting and all was found in good order.

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

(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.)

is in good working condition and eligible, in my opinion, to remain as classed and to have fresh record B.S. 2.26 and notation of tail shaft seen 2.26.

Survey Fee (per Section 28) £ 2-0-0 Fees applied for 9. 2. 1926.

Special ~~Damage or~~ Repair Fee (if any) (per Section 28.) £ 2-2-0

Travelling Expenses (if chargeable) £ 2-10-0 Received by me, 4/3/1926

Committee's Minute TUES. 16 FEB 1926

Assigned B.S. 2.26

CERTIFICATE WRITTEN 11/3/26

P. T. Man

Engineer Surveyor to Lloyd's Register of Shipping.

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

If so, is the Report sent now, or when will it be sent?

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

Is a Certificate required? If so, to be sent to— Yes - Marine Superintendent - Fishguard

009805-009814-0261

B.S. due 2.26. Held Boiler
retubed tested.
machinery partly examined.

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.

It is submitted that
this vessel is eligible for
THE RECORD. B.S. 2.26

S 2.26

L.
10/2/26.

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