

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

(Received at London Office

Date of writing Report 26 Sept 1934, When handed in at Local Office 26 Sept 1934 Port of CARDIFF

No. in Reg. Book. 28225 Survey held at Penarth Date, First Survey 30 Aug 34 Last Survey 18th Sept 1934 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel Sc. "Lake Henchattel"
Tonnage { Gross 3859 Net 2429 Vessel built at Sunderland By whom W. Dofford & Sons Ltd. When 1907.
Engines made at Sunderland By whom When 1907.
Boilers, when made (Main) 1907. (Donkey) 1910. refitted 1922.
Nominal Horse Power 342
No. of Main Boilers 2 Owners B. Strubin & Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers Port London Voyage
Steam Pressure in Main Boilers 180 lb. If Surveyed in Dry Dock Penarth Pontoon
in Donkey Boilers 110 lb. (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		L.M.C. 10,35
Turret Deck		M.B.S. 6,38
3,39		D.B.S. 11,34
SS. Bho 2nd No 3-10,35.		C.L. 2,39
		ASB 10 refitted 23
		Bargo Batters not fitted.

Last Report No. Port
Particulars of Examination and Repairs (if any) Gen. Examination

(Periodical Surveys, when held, must be reported in detail and serially 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?

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?

State latest date of internal examination of each boiler

Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler?

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 Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

Has screw shaft now been drawn and examined?

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? 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 vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

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?

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

Vessel on pontoon; examined propeller, stern bush and sea fastenings. Generally examined main engines, pumps, aux pumps and main boilers under steam and found or placed in efficient condition. Tried auxiliary pumps under working conditions and satisfactorily tried bilge pumping arrangements.

Repairs - wear & tear

One main bilge pump valve chest renewed (b.p.).

Please see our letter dated 12 Sept 1934.

Vessel has now been "Requisitioned" by H.M. (Ministry of Sea Transport) and after bunkering

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.&H.S. 9,11, & L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

as now seen is in good condition and eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 20) £ : : Fees applied for 19
Special Damage or Repair Fee (if any) (per Section 20.) £ : :
Travelling expenses (if chargeable) £ : : Received by me, 19

Committee's Minute TUE 10 OCT 1939

Assigned Deferred

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Engineer Surveyor to Lloyd's Register of Shipping.

010219-010228-0079

My

Large buttons
not fitted.

ad
ad.

Handwritten: Not prepared

Good

2/25

General Examination complete.

tried auxiliary pumps under working conditions and
generally examined main engines. pumps. and pumps.
examined propellers, stern lock and sea

the main ridge found above sheet reversed (S.S.)

Hafford, L.