

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

(Received at London Office

26 APR 1951

Date of writing Report 25th April, 1951 When handed in at Local Office 25th April, 1951 Port of BRISTOLNo. in Reg. Book. 76100 Survey held at Gloucester Date. First Survey and Last Survey 20th April, 1951 (No. of Visits One)76100 on the Machinery of the ~~Wood, Iron or Steel~~ Welded Steel tanker barge "SEVERN TRAVELLER"

Tonnage { Gross 91 Vessel built at Bristol By whom Chas. Hill & Sons, Ltd. When 1935 8
 Net 43 Engines made at Lincoln By whom Ruston & Hornsby, Ltd. When 1935 8
 Nominal Horse Power 25 MN Boilers, when made (Main) - (Donkey) -
 No. of Main Boilers - Owners The Severn Carrying Co., Ltd. Owners' Address -
 No. of Donkey Boilers - Managers Messrs. John Harker, Ltd. (If not already recorded in Appendix to Register Book.)
 Steam Pressure - Port Bristol Voyage -
 in Main Boilers - If Surveyed Afloat or in Dry Dock Dry dock
 in Donkey Boilers - (State name of Dock.) Gloucester

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

(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 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? YesHas it a continuous liner? NoIs an approved oil retaining appliance fitted at the after end? NoHas shaft now been changed? Yes If so, state reasons See belowSee belowHas the shaft now fitted been previously used? NoHas it a continuous liner? NoIs an approved oil retaining appliance fitted at the after end? NoState date of examination of Screw Shaft 20th April, 1951stern bush Close fitIs electric light and power fitted? YesIf so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? NoHas 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.

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

Now Done:

Vessel placed in dry dock. Propeller, aft end of stern tube and outside fastenings examined.

The screw-shaft drawn at this time and on account of wear in way of the stern bush, the bush and shaft renewed.

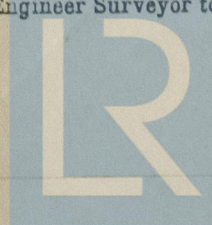
Shaft forging No. 4097. 1/9/50.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen, is in good condition and eligible to remain as now classed with fresh record of T.S N 4,51.

Survey Fee (per Section 29) TS £ 1 : 0 : 0 Fees applied for 25.4. 1951
 Special Damage or Repair Fee (if any) (per Section 29) £ : :
 Travelling expenses (if chargeable) £ 1 : 5 : 0 Received by me, THURS 24 MAY 1951

Committee's Minute -Assigned As now.S(N) 4.51

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

010631-010639-0010

Drinking
Screw shaft examined &
a new shaft fitted.

It is submitted that this
vessel is eligible for THE
RECORD. S(N) 4151

Bill
17.6.57

Wm. D. Smith

in good condition and eligible to remain as now classed with latest record of 1.2.57.

The machinery of this vessel so far as now seen is

Engine 1000 H.P. 1930.

Boiler 1000 H.P.

The screw shaft was examined on account of wear in way of the screw prop. The prop and
screw shaft were examined and found to be in good condition.

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