

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

(Received at London Office 19 SEP 1949)

Date of writing Report 25-8-1949 When handed in at Local Office 25-8-1949 Port of PORT NATAL  
No. in Reg. Book. Survey held at PORT NATAL Date, First Survey and Last Survey 22nd Aug. 1949  
(No. of Visits One)  
on the Machinery of the ~~WOLFE~~ Steel Sc. "BURMOUNT" Co.Ld. Year Month  
04118  
Tonnage { Gross 4768 Vessel built at Hong Kong By whom Hong K'ng & Whampoa Dock / When 1941 8  
Net 2689 Engines made at Hong Kong By whom Hong K'ng & Whampoa Dock Co.Ld. When 1941  
Nominal Horse Power - Boilers, when made (Main) 1941 (Donkey)  
No. of Main Boilers 3 Owners Gowan Shipping Co.Ld. Owners' Address -  
(if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers - Managers Burness Shipping Co.Ld. Port London Voyage -  
Steam Pressure - In Main Boilers 220 lbs If Surveyed ~~in~~ in Dry Dock Port Natal Graving Dock  
In Donkey Boilers - (State Name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book and 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)
BS* With freeboard 10.48 5.47		MBS* 5.47 11.48
A/S 7.48		Blr. S 10.48
L/S 7.48		tsd 2.47
ss No.1 Antwerp 11.45		T.S.C.L.N. 7.48

Last Report No. Port

Particulars of Examination and Repairs (if any) DRYDOCKING

(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?

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

If this was not done, state for what reasons? Not prepared for survey.

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)

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? 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? 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 ~~between~~ of stern bush and top of after bearing of screw shaft 1/32".

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 Complete.

NOW DONE. Vessel placed in a drydock, propeller, outerend of stern bush and outside fastenings of sea connections examined.

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

(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, etc.; thus, for example, B.S. 9,11, B. & M.S. 9,11, L.M.C. 9,11, or LMC 140 lb., F.D., etc.)

working condition and eligible in my opinion to remain as classed.

Survey Fee (per Section 29) £ :

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

Travelling expenses (If chargeable) £ :

Committee's Minute.

Assigned

REMPRESS

Fees applied for  
19.  
Received by me,  
19.

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation



Docking

It is submitted that  
this vessel is eligible to  
remain as **CLASSED**.

L.P.  
18.10.49



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