

Rpt. 9.

BRITISH CORPORATION.

No 58869

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

(Received at London Office)

Date of writing Report 18th. Augt. 54. When handed in at Local Office 20<sup>th</sup> Augt. 1954 Port of CARDIFF.  
 No in Reg. Book. Survey held at CARDIFF. Date. First Survey July 19th. Last Survey Augt. 16th. 54.  
 (No. of Visits 5)

76791 on the Machinery of the ~~XXXXXX~~ Steel S.T. "SATA"

Tonnage { Gross 340 Vessel built at Stockton-on-Tees. By whom Smith's Dock Co. Ltd. Year. 1931 Month. 10  
 Net 123 Engines made at Middlesbrough n By whom Smith's Dock Co. Ltd. When 1931  
~~xxxxxx~~ M.N. 99 Boilers, when made (Main) 1931 (Donkey) --  
 Owners Neale & West, Ltd. Owners' Address --  
 No. of Main Boilers 1 (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers -- Port Cardiff. Voyage --  
 Steam Pressure -- Surveyed Afloat & in Dry Dock Gridiron & West Dock,  
 in Main Boilers 200 lb. (State name of Dock.) Afloat.  
 in Donkey Boilers --

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

(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 through examination at this time? No" " 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 11/8/54Present condition of funnel SatisfactoryDid the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 200 lbs.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? Yes 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? Yes and of the Donkey Boilers? --Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? NoHas 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 oil retaining appliance fitted at the after end? -- State date of examination of Screw Shaft 17/8/54 State the wear down in thestern bush 1/8" Is electric light ~~xxxxxx~~ fitted? Yes If 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? No

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Now done:- Vessel placed on Gridiron, propeller, after end stern bush and sea connections  
outside fastenings examined. Tail shaft wear down 1/8".  
Propeller drawn in, examined and found in order.

B.S.:- Main Boiler examined internally and externally together with all manholes, doors and  
mountings and safety valves adjusted to above stated pressure.

Boiler Repairs:-

Lower portion of starboard combustion chamber renewed, (back plate).15 back c.c. stays in starboard chamber, 17 in centre chamber, 6 in port chamber and 8 c.c. wrapper stays renewed.Minor repairs to boiler mountings.Hydraulic test on boiler on completion of repairs proved satisfactory.

## 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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 110 lb., FD, &c.)

CS 3,34

The Machinery of this vessel is eligible in my opinion to remain as now classed with fresh records of BlrS.8,54 and TS(CL) 8,54.

Survey Fee (per Section 23.) BlrS. 5  
Boiler T.S. 3  
 Special ~~xxxxxx~~ Repair Fee (if any) 4  
 (per Section 23.) 4  
 Travelling expenses (if chargeable) ---

Fees applied for

20 Aug. 1954

Received by me,

TUESDAY 21 SEP 1954

Committee's Minute

Assigned

BlrS. 8.54  
5 8.54

