Rpt. 9.

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

No. 10268

(Received at London Office 10 JAN 1951)

Date of writing Report 27th Nov. 1950. When handed in at Local Office 27th Nov. 1950. Port of Hong Kong.

No. in Reg. Book. 95199 Survey held at Hong Kong. Date. First Survey 23rd Nov. Last Survey 24th Nov. 1950. (No. of Visits 2)

on the Machinery of the ~~Wood, Iron or~~ Steel Single Screw Steamer "VESTBAY"

Tonnage { Gross ~~3508~~ 3402 Net 2192

Nominal Horse Power 303

No. of Main Boilers 2

No. of Donkey Boilers –

Steam Pressure— in Main Boilers 175 in Donkey Boilers –

Vessel built at Wilmington, Del. By whom Harlan & Hollingsworth Co. When (Year. Month.) 1899 9

Engines made at Wilmington, Del. By whom Harlan & Hollingsworth Co. When 1899

Boilers, when made (Main) 1919. (Donkey) –

Owners Far Eastern & Panama Transport Corp. Owners' Address –

Managers Wheelock, Marden & Co. Ltd. (If not already recorded in Appendix to Register Book.) Port Panama Voyage –

If Surveyed Afloat or in Dry Dock (State name of Dock.) Dry dock. Kowloon Dock.

Last Report No. _____ Port _____

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)
+100A1 Spar dk		+LMC 3,46
3-50 ~~8,49~~		+NB 4,19
ssN.Yk.3rd No.3-		BS 8,49
6,37.		TS CL 9,47
ssN.Yk.No.3-3,46		
Fitted for oil fuel above 150° F.		4,19 F.P.

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

Particulars of Examination and Repairs (if any) Docking & 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? 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 – Present condition of funnel(s) Good

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? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? –

Has shaft now been changed? Yes If so, state reasons Defective liner Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? – State date of examination of Screw Shaft 23-11-50 State the wear down in the stern bush 1/16. Is electric light and/or power fitted? Yes 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 (Engine parts, when referred to by numbers, should be counted from forward.) Complete

It is Owners' stated intention to submit this vessel to Special Survey in Japan but they desired to change the tail shaft before proceeding on the contemplated voyage. Under these circumstances no machinery or boiler survey was held at this time other than stated hereunder.

NOW DONE : -

Vessel placed in dry dock, the propeller, fastenings of the stern bush and sea connections examined and found in order.

Tail Shaft drawn and removed ashore for replacement of liner. Spare tail shaft recently fitted with new liner (Hong Kong Report F. No.135) installed. Stern bush was not rewooded.

S. R. L. : -

The item relating to the tail shaft liner may now be deleted.

Interim Certificate issued, as per copy attached and a copy forwarded to the Surveyors Kobe.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel, so far as now

(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 CS 8,34, 140 lb., FD, &c.)

seen, is in safe working condition and eligible, in my opinion, to be retained as classed for the contemplated voyage to Japan with fresh record of T.S. 11,50 in the Register Book.

Is a Certificate required? If so, to be sent to

Survey Fee (per Section 29) T.S. $ 120.00

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

Travelling expenses (if chargeable) $:5.00

Fees applied for 27/11/ 1950.

Received by me, 19

James Alindersen

Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 16 JAN 1951

Committee's Minute Deferred

Signed As now, without refer

S. 11,50

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