

The class is subject to defective plain tubes in port and starboard boilers being renewed before the end of 9.47.

3 E

12 MAY 1948

of Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

NAME "BASINGFORD"

REPORT

Lon. 116305

Lon. No. 116399

The Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

Requirement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points set in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

SPECIAL SURVEY OF ENGINES AND/OR-BOILERS PARTLY HELD FOR S.S. No-

due 12.47 , partly held on engines 3.47 now advanced.
due 11.45, partly held on boilers 1.47 now re-held,

~~Further advanced~~ and the following repairs effected (due to wear & tear)

All plain tubes renewed and manhole doors repaired.
The safety valve chest of port boiler found cracked, but is still considered efficient. It is recommended that this valve chest be renewed before the end of 8.48. A record of BS 2.48 is recommended, but this record should be deferred pending the valve chest being renewed.

Machinery
It is proposed to complete the survey not stated.

Starboard Screw Shaft due 2.48: to be held at next docking.

It is submitted that this proposal merits approval and the vessel is

able to remain as classed, and WILL BE eligible for the record
.47, Subject as now recommended
.48, when the survey has been completed. without other special conditions.

The following remains to be done to complete the Survey

For MS:- Examine forward ballast pump, pumping arrangements, sea connections and test steam pipes.

For BS:- Renew port boiler safety valve chest.

As stated in attached memo the plans of the boiler have been examined and the working pressure should not exceed 160 lb. as recorded in the Register Book.

IT IS SUBMITTED the Owners be advised accordingly and requested to have the safety valves re-adjusted to 160 lb. at the first port of call.

