

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

(Received at London Office NOV -7 1938)

Date of writing Report 4th Nov 1938 When handed in at Local Office 4th Nov 1938 Port of Bordeaux
 No. in Reg. Book. Survey held at Bassus & Bordeaux Date, First Survey 22nd Oct Last Survey 4th Nov 1938
73.267 on the Machinery of the Wood, Iron or Steel Sc. "DIANA" (No. of Visits 5)
 Tonnage Gross 1196 Net 695 Vessel built at Port Glasgow By whom Russell & Co When 1888-8
 Engines made at Guthrie By whom Kincaid & Co When 1888
 Nominal Horse Power 115 NHP Boilers, when made (Main) Feb. 1909 (Donkey) 1903
 No. of Main Boilers 1 S.B. Owners Scotia Corporation Owners' Address Port Panama Voyage Marseilles
 No. of Donkey Boilers 1 D.B. Managers F. Con. (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 150 lb. If Surveyed Afloat In Dry Dock 21st dry dock Bassus & N^o 1 Particulars of Classification which must be inserted precisely as in Register Book & Supplements.
 in Donkey Boilers 80 lb.

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking & Part B.S. + 100 A. 1.538 + L.M.C.

(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? yes main boiler

" " Donkey " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined? None

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 Main boiler 2/11/38 Present condition of funnel(s) goodDid the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 150 lbs

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? yes, and of the Donkey Boilers?Did the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boilers?Did the Surveyor examine all the mountings of the Main Boilers? yes, 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? yes

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 or bearing metal of stern bush and top of after bearing of screw shaft 2 m

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 To complete the survey the

donkey boiler requires to be examined in its entirety.
Now done for B.S. Main boiler examined internally & externally with its
safety valves doors & mountings. 10 plain tubes & 1 stay tube in 1st Combustion
chamber renewed. 32 other tubes in the three C.C. expanded & run dry other
minor repairs carried out. Boiler hydraulically tested to 150 lbs after repair

Main boiler safety valves adjusted under steam to 150 lbs.

I.P. piston repaired, ring adjusted up and new springs fitted

Now done for docking & vessel placed in dry dock. Propeller

stern bush & fastenings examined. Sea connections examined.

Please refer to copy of Interim Certificate B1 forwarded

herewith.

General Observations, Opinion, and Recommendation: The boilers of this vessel

(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, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or

R.L.M.C. 120 lb., F.D., &c.)

CS 3,34,

as far as now seen, are in safe working condition and in my opinion
 are eligible to remain as classed and to have fresh record
 of B.S. 11.38 when the survey has been completed as above.

Survey Fee (per Section 29) £ : 4.00 Fees applied for

Special Damage or Repair Fee (if any) £ : Special Damage or Repair Fee (if any) £ : 5.20

Travelling expenses (if chargeable) £ : 1.20 Received by me,

Committee's Minute FRI. 18 NOV 1938

Assigned Defered

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1049-0181