

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

(Received at London Office 26 MAY 1929)

Date of writing Report 29-4-1929 When handed in at Local Office 29-4-1929 Port of Middlesbrough

No. in Survey held at South Bank on Tees Date, First Survey 2-4-29 Last Survey 6 April 1929 (No. of Visits 5)

7003 on the Machinery of the Wood, Iron or Steel Se. "CARMARTHENSHIRE"

Tonnage { Gross 7823 Net 4969 Vessel built at Belfast By whom Workman, Clark & Co When 1915-2

Nominal Horse Power { 735 Engines made at do By whom do When 1915

No. of Main Boilers 4 SB Boilers, when made (Main) 1915 (Donkey) ✓ Owners South Georgia Co Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers ✓ Managers Chr Salvesen & Co Port Belfast Voyage ✓

Team Pressure in Main Boilers 215 lb If Surveyed Afloat or in Dry Dock Smiths Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Particulars of Examination and Repairs (if any) PART B & C 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.

On a 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? ✓

Do. " Donkey " " " " ✓

Why was this not done, state for what reasons? Not due 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? ✓

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 Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes 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 ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 the distance betweenignum vite or bearing metal of stern bush and top of after bearing of screw shaft? Close fit.

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

Now Done. At request of Mr. Stirling, acting for Messrs Salvesen, commenced boiler survey. The furnace, and combustion chambers of both after and starboard forward boilers examined. The starboard low furnace of starboard after boiler was found distorted to a maximum of 2 inches on two corrugations. This being the same extent as shown in ship's records for previous survey no action considered necessary. All other furnaces & combustion chambers found in good order. The propeller, stern bush & fastenings of sea connections etc. placed in good order. The screw shaft (C.I.) etc. found in good condition.

Repairs: Lower half of stern bush rewooded NOTE: Change of Ownership.

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, B.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb, F.D., &c.)

Messrs. Smiths Dock Co., who are carrying out alterations on this vessel for conversion to a whale oil factory, state that this vessel is to be withdrawn from class with this Society.

Forwarded for the information of the Committee

Survey Fee (per Section 28) £ 4-0-0 Fees applied for 4 May 1929

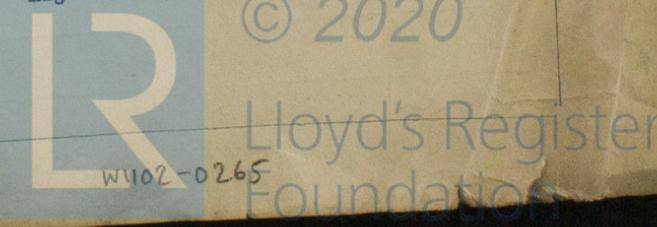
Special Damage or Repair Fee (if any) (per Section 28.) £ Received by me 14-5-1929

Travelling Expenses (if chargeable) £

Committee's Minute Assigned

See report on hull attached

M. Mac & S. Wood. Engineer Surveyor to Lloyd's Register of Shipping.



WRITE ACROSS THIS MARGIN.

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

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