

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

No. 24628.

Date of writing Report 14.3.42. When handed in at Local Office 16 MAR 1942 (Received at London Office 17 MAR 1942)

No. in Reg. Book. Survey held at NEWPORT. Port of NEWPORT.

20774 on the Machinery of the Wood, Iron or Steel. Date. First Survey 3.3.42 Last Survey 11.3.1942 (No. of Visits TWO)

Tonnage Gross 4771 Net 2931 Vessel built at BURNTISLAND By whom BURNTISLAND. Year. Month. When 1926-6

Nominal Horse Power 377 Engines made at GLASGOW. By whom D. POWAN & CO. LTD. When 1936

No. of Main Boilers 258. Owners BRYNYMOR S.S. CO. LTD. (Donkey) 1936. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 158. Managers AMBROSE, DAVIES & MATTHEWS LTD. Port SWANSEA Voyage L. Surveyed Afloat or in Dry Dock TREDEGAR P.D. (State name of Dock.)

Last Report No. Port. Particulars of Examination and Repairs (if any) Comp of BS Docking.

(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 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? No

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No

If this was not done, state for what reasons BOILERS PREVIOUSLY EXAMINED FOR PART BS.

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?

State latest date of internal examination of each boiler. Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? 220 lbs/sq

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? 220 lbs/sq

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? No. 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.

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. 3/16"

Engine parts, when referred to by numbers, should be counted from forward. 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. Complete.

Now Done for completion of BS - Safety valves of main and aux. Boilers adjusted under steam to 220 lbs/sq.

Docking: - Vessel in drydock. Examined propeller, aft end of stern bush and the fastenings of all underwater connections. ALL found in good condition.

General Observations, Opinion, and Recommendation: - The machinery of this vessel is in

(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 L.M.C. 140 lb., F.D., &c.)

good condition so far as now seen and is eligible in my opinion to remain as classed with a fresh record of BS 1-41 as previously recommended.

Survey Fee (per Section 29) £ : : Fees applied for 19  
Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19  
Travelling expenses (if chargeable) £ : :

Committee's Minute. Assigned. BS 1.41



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

PD due 640 Completed  
PS to 1 due 640 Party held 1-41  
Not advanced

It is submitted that this  
case WILL BE eligible for  
the records + here 1-41 on  
completion + PD 1-41 now

Thus  
10.9.42

Handwritten notes in the left margin, including the date 10.9.42 and various illegible scribbles.

Handwritten notes in the middle section, including the word "Bought" and other illegible text.

Vertical handwritten notes and markings, including the number "200" and a percentage symbol "%".

Vertical handwritten note: "Dotted business of 10000 for 10000 B2"

Vertical handwritten notes on the right side, including "Bought 2-41" and "10000".

Vertical handwritten notes and numbers on the far right, including "10000", "10000", and "10000".