

RETAIN

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

27 MAR 1933

Date of writing Report 8th March 1933 When handed in at Local Office 10 March 1933 Port of Beira

No. in Reg. Book 59005 Survey held at Beira Date First Survey _____ Last Survey 1st Feb 1933 (No. of Visits 3)

Gross 1282 on the Machinery of the Wood, Iron or Steel Si. Ruzi

Net 879 Vessel built at Middlesbrough By whom Sir Raylton Dixon & Co. Ltd When 1909

Engines made at Sunderland By whom W. Mas. Eng. Co. Ltd When 1903 (Donkey)

Boilers, when made (Main) 1903

Owners Cia. Colonial de Nav. Owners' Address _____ Port Beira Voyage _____

Managers _____

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

Particulars of Classification (which must be inserted precisely as in Register Book & Suppl.)

CHARACTER.	Date of last Survey and of Periodical Surveys.	Years assigned now or expired.	Number of Boilers (including S.B., if any)
<input checked="" type="checkbox"/> for Special Survey.			
<u>+100 A1</u>			
<u>Awing St</u>			<u>4,30</u>
<u>with freeboard</u>			<u>9,31</u>
<u>430</u>			
<u>S.S. C-2m. 2nd No 3-4, 25</u>			<u>1,30</u>
<u>S.S. C-2m. No 1-30</u>			<u>2.</u>

No. 4368 Port La

of Examination and Repairs (if any)

When held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and in the body of the report, should be briefly summarised at the end of the report. State also the names of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has examined the Main Boilers and Donkey Boilers for this purpose, and why they were declined?

Report made by anyone else? If so, by whom?

Personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Donkey " " " " " "

State for what reasons? _____

Boilers could not be thus thoroughly examined? _____

Examinations, in the absence of internal examination, were adopted by the Surveyor himself of the thorough efficiency of those parts of each Boiler? Yes

Examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 10

Examine the Safety Valves of Donkey Boiler? _____ To what pressure were they afterwards adjusted under steam? _____

Examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? _____

Examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boiler? _____

Examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? _____

Shaft examined? _____ Is it fitted with continuous liner? _____ Is an approved appliance fitted to the shaft to permit of it being efficient?

Shaft changed? _____ If so, state reasons _____

Shaft fitted been previously used? _____ Has it a continuous liner? _____ Is an approved appliance fitted to the shaft to permit of it being efficient?

Between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft _____

When complete, state what arrangements have been made for its completion and what remains to be done _____

Observations, Opinion, and Recommendation:—

State what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon the repairs, and what 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. 1, 2, &c.)

I recommend that the repairs be carried out on the boiler without delay and the boiler be tested to whatever pressure is recommended.

Survey Fee (per section 28) £ 7 : 7 : 0 Fees applied for: 15.3.1933

Special Damage or Repair Fee (if any) (per Section 28.) £ _____ Received by me, _____

Travelling expenses (if chargeable) £ _____

Committee's Minute

FRI 31 MAR 1933

Stamp: FRI 13 AUG 1933

Stamp: TUE 17 OCT 1933

Stamp: Register

Stamp: Foundation

Stamp: 17.10

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

W1266-9971M

All mountings were opened up for examination and all spindles seats, valves and bodies found to be in good order. The blow-down valve body mounted on bottom of back-end plate requires to be removed and rejointed to plate as there is appearance of seepage either between the flange and boiler plate or through the stud holes. The boiler had been thoroughly scaled prior to external examination. Internally the furnaces, stays and tubes are in good condition. At the water level on the front end plate there are two isolated pit marks about (three quarters) diameter and 3/16" (three sixteenths) inch deep. Manholes were strong and doors fitted properly. Internal feed pipe was holed but on my second visit had been clamped. All internal welding on front and back end plates and seams was sound. The rivets around bottom of front end plate and small part of the seam require caulking. Port and starboard furnaces are in good condition and in the combustion chambers all tubes, stays, rivets and seams appear tight. The centre furnace at front where rivetted to flange of front end plate is very thin at the bottom and requires repair. In the centre combustion chamber four rivets, five cracks between rivet hole and edge of plate and two eight inch lengths of seam require welding and/or caulking. All external fastenings including stools are in good order.

Thomas J. Smith

*Classing Committee
decision confirmed
ad.*

The repair committee, and not the classing committee, confirmed the decision.

