

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

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 Nov 1933 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel *Le. Ruzi*

Gross 1282 Vessel built at *Middlesbrough* By whom *Sir Raylton Dixon & Co. Ltd* When 1909

Net 879 Engines made at *Sunderland* By whom *W. Mas. Eng. Co. Ltd* When 1903

Boilers, when made (Main) 1903 (Donkey)

Owners *Bia Colonial de Nav.* Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port *Beira* Voyage

If Surveyed Afloat or in Dry Dock *afloat* Particulars of Classification (which must be inserted precisely as in Register Book & Supl)

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 of any letters respecting this case.

where the Surveyor has not made a special damage report he is required to state whether he has done so 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?

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

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

amine the Safety Valves of Donkey Boiler? *Yes* To what pressure were they afterwards adjusted under steam?

mine all the manholes, doors and their fastenings of the Main Boilers? *Yes* , and of the Donkey Boilers?

mine the drain plugs of the Main Boilers? *Yes* , and of the Donkey Boiler?

mine all the mountings of the Main Boilers? *Yes* , and of the Donkey Boiler?

been drawn and examined? *Yes* Is it fitted with continuous liner? *Yes* Is an approved appliance fitted to the shaft to permit of it being efficient?

changed? *Yes* If so, state reasons *Yes* Is an approved appliance fitted at the shaft to permit of it being efficient?

tted been previously used? *Yes* Has it a continuous liner? *Yes* Is an approved appliance fitted at the shaft to permit of it being efficient?

tween lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

Observations, Opinion, and Recommendation:—

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 required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, R.A.M.S. D., &c.)

I recommend that the repairs be carried out on the boiler without delay and the

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.)
Travelling expenses (if chargeable)

Committee's Minute

FRI 31 MAR 1933

assigned *Wickham*

Deferred for completion

Received by me, *Wickham*
FRI 18 AUG 1933
TUE 17 OCT 1933

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

W1266-0284

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 water level on the front end plate there are two isolated pit marks about (three quarters) diameter and $\frac{3}{16}$ " (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. May

*Classing Committee
decision confirmed*

ad.



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Foundation