

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

(Received at London Office - 4 NOV 1942)

Date of writing Report 28th Oct 1942 When handed in at Local Office 28/10/42 at 42 Port of CARDIFF
Survey held at CARDIFF Date First Survey 14 Oct Last Survey 26 Oct 1942
(No. of Visits 4)

779 on the Machinery of the Wood, Iron or Steel S.S. WIDESTONE
Gross 3192 Vessel built at Three Kings By whom J. de Water & Co. Ltd. When 1920. 6
Net 1919 Engines made at do. By whom do. When 1920.
Horse Power 470 Boilers, when made (Main) 1920 (Donkey) do. When 1920.
No. of Main Boilers 3 Owners A. B. Funnell & Co. Brown Owners' Address do.
No. of Donkey Boilers 1 Managers J. de Water & Co. Ltd. (if not already recorded in Appendix to Register Book.)
Main Boilers 180 Port CARDIFF Voyage do.
Donkey Boilers 1 Surveyed Afloat or in Dry Dock Queen's Dock
(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
CHARACTER: * for Special Survey Date of last Survey and of Periodical Surveys. Years assumed to have expired. Machinery and Boiler Surveys (including date of N.B., if any).

CHARACTER: * for Special Survey Date of last Survey and of Periodical Surveys.	Years assumed to have expired.	Machinery and Boiler Surveys (including date of N.B., if any).
7100A1. 8.42		76MC. 9.40
77B61103. 12.32.		B.S. 8.42.
77.7221102. 40.		7.8.42. 9.40.

Particulars of Examination and Repairs (if any) REPAIRS
Periodical Surveys, 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 point of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details and initials of any letters respecting this case.

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.

Has 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?

Donkey "

Was this not done, state for what reasons

What parts of the Boilers could not be thus thoroughly examined?

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?

What is the 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?

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 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? 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?

Has the 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?

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.

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Is electric light and/or power fitted

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.

From Donkey: By request of Owners I inspected the old suction valve box of ballast pump (mild steel) which was stated to be leaking - on examination found the bottom portion of the casing in way of suction valve badly corroded & it was found to be impossible to obtain a new casing in time, an efficient temporary repair has now been effected by fitting a cap over the lower portion of the casing by fitting a suitable cement box in way. On completion of repairs pump tested under working conditions & found to be satisfactory. It is understood that arrangements are being made for a new ballast pump to be fitted at the first available opportunity.

Nothing has been done at this time regarding items mentioned in SR list, some have been examined & found still efficient.

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good order & no alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, E.C.M.S. 9, 11, & L.M.C. 9, 11, or OS 3, 34.

It is seen in duplicate in my opinion to remain as now classed & no further record subject to main inspection & some clerical steering engine cylinders & ballast pump being dealt with at first opportunity

Survey Fee (per Section 29) £ : : Fees applied for
Special Damage or Repair Fee (if any) (per Section 29.) £ : :
Travelling expenses (if chargeable) LICENCE CASE Received by me, £ : :
Committee's Minute WED. 18 NOV 1942
Assigned As now Subject



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

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

Ballast pump suction valve Chest
temporarily repaired

It is submitted that
the vessel is eligible to
be classed

Subject as per Mch 17315
has now recommended

Yours

16.11.52



© 2020

Lloyd's Register
Foundation