

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

(Received at London Office 11 AUG 1942)

Date of writing Report 9<sup>th</sup> Aug 1942 When handed in at Local Office 11-8-1942 Port of Swansea

No. in Reg. Book. Survey held at Port Talbot Date, First Survey 9 Last Survey 5<sup>th</sup> Aug 1942 (No. of Visits one)

75711 on the Machinery of the ~~Wood, Iron or Steel~~ "INAKI"  
Tonnage Gross 965 Net 550 Vessel built at Louth By whom Ramay & Ferguson Ltd When 1909 3  
Engines made at - do - By whom - do - When 1909  
Nominal Horse Power 133 Boilers, when made (Main) 1909 (Donkey) -  
No. of Main Boilers 250 Owners Naviera Oren - Tara S.A. Owners' Address -  
No. of Donkey Boilers 1 Steam Pressure in Main Boilers 180 lbs Managers - Port Panama Voyage -  
If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

Last Report No. 3549 Port Lis

## Particulars of Examination and Repairs (if any) Completion of BS

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.

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?

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? Bolus previously examined Safety valves now adjusted

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) good

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? 180 lbs

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 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 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

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted

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. Completed.

Now done

Safety valves adjusted under steam.

## General Observations, Opinion, and Recommendation:—

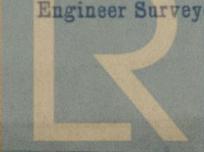
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.11, B.&N.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

Eligible in my opinion to remain as classed and to have fresh record of BS 5.42 as previously recommended

Survey Fee (per Section 29) £ : : Fees applied for 7-8-1942  
Special Damage or Repair Fee (if any) (per Section 29.) £ : :  
Travelling expenses (if chargeable) £ 6:3 Received by me, 19

Committee's Minute TUE 25 AUG 1942  
Assigned 5.42

Collet Swain  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W180-0.196

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

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

dia 1.42 hardy held 5.42,  
slow complete.

It is submitted that  
this vessel is eligible for  
THE RECORD, 29-5-42.

2/11/42  
12/5/42.

3<sup>rd</sup> No 2 dul J. 42

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2/11/42

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AT 10.1 1.18

22 1/2 38 10.8 10.00  
10.1 22 22 10.1 1.41  
AT 10.1 1.18

22 1/2 38 10.8 10.00

10.1 22 22 10.1 1.41

AT 10.1 1.18

*[Faint vertical handwriting]*

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