

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

(Received at London Office NOV 23 1937)

Date of writing Report *22 Nov 1937* When handed in at Local Office *22 Nov 1937* Port of *CARDIFF*  
No. in Survey held at *Penarth Cardiff* Date, First Survey *15 Nov* Last Survey *19 Nov 1937*  
g. Book. *3888* on the Machinery of the *Wood, Iron or Steel* *DRAKELOW*  
Gross *1735* Vessel built at *Blyth* By whom *Blyth S.S. & D.D. Co. Ltd* When *1914 - 14*  
Net *1021* Engines made at *Sunderland* By whom *N.E. Marine Eng Co. Ltd* When *1914*  
Nominal Horse Power *224* Boilers, when made (Main) *1914* (Donkey) *✓*  
No. of Main Boilers *253* Owners *Drakelow S.S. Co. Ltd* Owners' Address *Penarth Cardiff*  
No. of Donkey Boilers *✓* Managers *Penarth Cardiff* Port *London* Voyage  
Steam Pressure in Main Boilers *180 lb* If Surveyed Afloat *✓* in Dry Dock *✓* (State name of Dock.) *East Dock.*  
in Donkey Boilers *✓*

ast Report No. Port *Dockings*  
Particulars of Examination and Repairs (if any) *B.S.*

Periodical Surveys, when held, must be reported in detail and serially 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.

A 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? *Yes*

" " Donkey " " " *✓*  
this was not done, state for what reasons? *✓*

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 *PORT 14-11-37 STBD 15-11-37* Present condition of funnel *Good.*

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes* 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? *Yes* , 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? *Yes* , and of the Donkey Boilers? *✓*

Has screw shaft now been drawn and examined? *No* 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? *Yes*

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 *OG.*

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

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.*

*Vessel placed on pontoon, propeller, outer end of OG. & outside fastenings examined.*

*Both boilers examined throughout, together with mountings, manholes, doors & fastenings. Afterwards examined under steam, & safety valves adjusted to above pressure.*

*Repairs: (PORT BOILER). Gougeon neck of centre furnace, built up by electric welding, in way of wastage; also combustion chamber plating of PORT wing combustion chamber.*

*STBD BOILER) 2 lower manholes doors built up by electric welding & refaced.*

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, R.S. 0.11, E.S. 0.11, L.M.C. 0.11, or L.M.C. 120 lb., E.D., &c.)

*vessel, so far as now seen, is in good order, & eligible in our opinion to remain as classed, with fresh record of B.S. 11.37.*

Survey Fee (per Section 20) *BS* £ 3 : 0 : 0

Special Damage or Repair Fee (if any) (per Section 20.) £ :

Travelling expenses (if chargeable) £ :

Committee's Minute

Assigned

Fees applied for

*22 Nov 1937*

Received by me,

*25/11 1937*

TUE, 7 DEC 1937

*P. F. Balfour*  
Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

U202-0151



BP Led. - Minor repairs effected

It is submitted that  
this vessel is eligible for  
THE RECORD.

BP 11.37

4/12/37

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16.11.37

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