

# Report of Survey for Repairs, &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<sup>th</sup> Nov Last Survey 19<sup>th</sup> Nov 1937  
g. Book. 3888 on the Machinery of the Wood, Iron or Steel SC "DRAKELOW" (No. of Visits 4)

Tonnage { Gross 1735  
           Net 1021  
 Vessel built at Blyth By whom Blyth S.S. & DD Co Ltd When 1914 - 14.  
 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 2SB Owners Drakelow S.S. Co. Ltd Owners' Address Penarth Cardiff  
 No. of Donkey Boilers  Managers London Port London Voyage Penarth Cardiff  
 Steam Pressure in Main Boilers 180 lb  
 No. of Donkey Boilers  If Surveyed Afloat  in Dry Dock East Dock.  
 (State name of Dock.)

Particulars of Examination and Repairs (if any) Docking 13.5.37

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.

Has a damage report been 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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

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?

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.

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: The machinery of this 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.

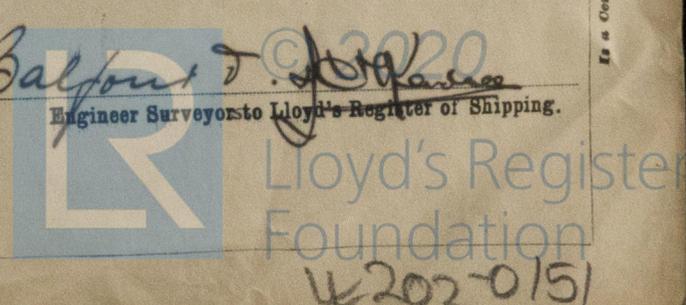
Survey Fee (per Section 29) BS £ 3 : 0 : 0 Fees applied for 22 Nov 1937  
Special Damage or Repair Fee (if any) £ : :  
Travelling expenses (if chargeable) £ : :  
Received by me, P.F. Balfour 25/11 1937 gmr  
30/11

Committee's Minute TUE, 7 DEC 1937  
Assigned P.F. 11.37

CHARACTER. Date of last Survey and of Periodical Surveys.	Year of survey expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> 100 A.1. 6.37		<input checked="" type="checkbox"/> L.M.C
<input checked="" type="checkbox"/> S.S. No 3 - H. 26		M.S. 2.35
<input checked="" type="checkbox"/> S.S. No 2 - 35		B.S. 7.36
		OG. N 7.36.

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

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



BP Led. - Minor repairs effected

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

BP 11.37

4/12/37

*[Faint handwritten text, possibly a signature or name]*

0002 28

*[Large block of handwritten text, mostly illegible due to fading and bleed-through]*

*[Handwritten notes and numbers, including '11.37' and '11.38']*

*[Small handwritten mark]*

*[Faint handwritten text and numbers, including '11.37', '11.38', and '11.39']*

