

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

Date of writing Report

7th April 1936

When handed in at Local Office

11th April 1936

(Received at London Office)

14 APR 1936

No. in Reg. Book

Survey held at

Port of Swansea

Date, First Survey

Last Survey 8th April 1936

(No. of Visits 2)

Tonnage

Gross 3038

Net 3104

Vessel built at

Newcastle

By whom

H. J. Kingwood 1929-30

Nominal Horse Power

320

Engines made at

"

By whom

H. J. Kingwood 1929-30

No. of Main Boilers

2

Boilers when made (Main)

1929-30

Owners

Joseph Constantine & Co. Ltd.

(Dunlop)

1929-30

No. of Auxiliary Boilers

1

Managers

H. J. Kingwood

(Dunlop)

1929-30

Steam Pressure in Main Boilers

200 lb.

Surveyed Afloat or in Dry Dock

(State name of Dock.)

Port of Swansea

Voyage

✓

Last Report No. 93024 Port

Particulars of Examination and Repairs (if any) (Ship 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 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?

If 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

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 Auxiliary Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boiler?

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 it a 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 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

Is electric light and/or power fitted?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

Survey Complete

How done: The Auxiliary boiler and its mountings examined and found good.

The auxiliary Boiler safety valves were adjusted under steam to the above pressure.

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. 5, 11, 1, & 2, 9, 11, & L.M.C. 9, 11, or L.M.C. 31, 140 lb., F.H., &c.)

Vessel. So far as seen is not eligible for entry in Lloyd's Register of Shipping. Remain as classed with fresh record of B.S. 8-35.

Survey Fee (per Section 29) £

Fees applied for

Special Damage or Repair Fee (if any) (per Section 29.) £

19

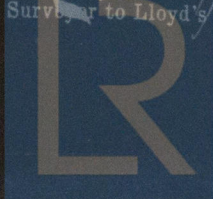
Travelling expenses (if chargeable) £

Received by me, 19

Committee's Minute

Assigned

Thomas Miller & Co. Ltd.
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation