

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

(Received at London Office - 5 SEP 1936)

Date of writing Report 4 Sept 1936 When handed in at Local Office 4 Sept 1936 Port of CARDIFF

No. in Reg. Book 78148 Survey held at Cardiff Date, First Survey and Last Survey 2 Sept 1936  
(No. of Visits)

Tonnage Gross 5038 Vessel built at Newcastle By whom W. & A. Beard & Co. (1927) Ltd When 1929-5  
Net 3107 Engines made at - do - By whom N.E. Marine Eng Co Ltd When 1929

Nominal Horse Power 520 Boilers, when made (Main) 1929 (Donkey) 1929

No. of Main Boilers 2 Owners Joseph Constantine S.S. Line Ltd Owners' Address Port Middlesbrough Voyage  
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers But Dry Dock  
Steam Pressure in Main Boilers 200 lb Surveyed ~~in~~ in Dry Dock (State name of Dock.)

No. of Donkey Boilers 200 lb Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking & T.S.

Periodical surveys, when held, must be reported in detail and seriation 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? Main boilers previously examined. Aux boilers under steam

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 good

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 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? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? No 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 2-9-36. State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

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

Now done:- Vessel placed in dry dock. Propeller, stern bush and sea connection fastenings examined.

Propeller shaft drawn in & examined. New C.I. propeller fitted.

No information forthcoming as to when the Boiler Survey will be completed.

General Observations, Opinion, and Recommendation: The Machinery of this vessel is

(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, E.C.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 without fresh record of survey.

and have notation of T.S. CL. 9-36, and record of R.S. 7-36 when the Aux boiler has been surveyed as previously recommended

Survey Fee (per Section 29) £ : : Fees applied for ✓ 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, ✓ 19

Travelling expenses (if chargeable) £ : : ✓

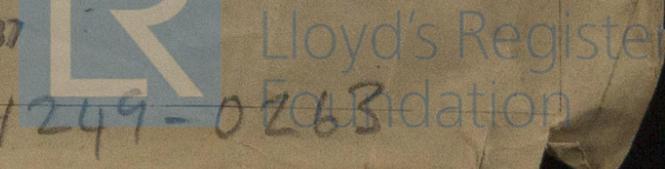
Committee's Minute Deferred

Assigned 29.36

TUE. 15 SEP 1936

FRI 25 JUN 1937

Hauish W. J. Paton  
Engineer Surveyor to Lloyd's Register of Shipping.



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

BS den 8.76 partly chkd 7.76,  
not advanced.  
Screw shaft exam'd & propeller  
run over.

It is submitted that the  
vessel WILL BE eligible  
for the record. BS 7.76 when  
auxiliary boiler exam'd  
throughout.

3.9.36

LH  
12/9/36

*[Faint, mostly illegible handwritten text, possibly bleed-through from the reverse side of the page.]*



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