

No. 17387

(Received at London Office

MAY 13 1939

Survey held at GOSPORT, 7-2-1930
on the Machinery of the ~~Wood, Iron or Steel~~ TWIN. SC. SCH. "RHODORA"
CONSTANCE NICHOLSON When 1929-7

et. 4/3.84 Vessel built at WINTERTHUR. By whom SULZER BROS. When 1929.
Engines made at (Donkey) ✓

Engines made at WINTERHACK. By whom (Donkey) ✓
Boilers when made (Main) ✓

Boilers ☒ Owners' Address ☒
(if not already recorded in Appendix to Register Book.)
Port SOUTHAMPTON Voyage LAID UP

by Boilers ✓
sure-
boilers ✓

Managers ✓

Surveyed Afloat ² **in Dry Dock** Yosport & No 10 R.N.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Boilers	✓	(State name of Dock.)	DRY DOCK PORTSMOUTH NEW HAMPSHIRE	CHARACTER. * For Special Survey Date of last Survey and of Periodical Surveys.	Years elapsed since last survey	Machinery and Boiler Surveys (including date of N.E. if any)
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Report No. _____ Port _____
 Name of Examination and Repairs (if any) L.M.C. T.S. Elect Equip 100A.I. 4, 37.
 _____ 8 3 8 11 No 1-34 S 6, 34 1/2 L.

Surveys, when held, must be reported in detail and serialism in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on surveys, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on surveys, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on surveys, if any, and, in detail, the nature and extent of examinations and subsequent repairs.

Damage (the cause of which must be stated in the report) should be briefly summarized at the end of the report. Details of any letters respecting this case.

Name of the person or firm	Address	City	State
cases where the Surveyor has not made a special finding			
his services for this purpose, and why they were declined			

image report made by anyone else? If so, by whom? _____

Inspector personally go inside each Main Boiler separately and make a thorough examination.

Boiler " "

" "

not done, state for what reasons? _____

parts of the Boilers could not be thus thoroughly examined? ✓

_____ were adopted by the _____ ✓

special means, in the absence of internal examination, were adopted
or to assure himself of the thorough efficiency of those parts of each Boiler? } Present condition of funnel (4) Good.

est date of internal examination of each boiler _____ To what pressure were they afterwards adjusted under steam? _____

Surveyor examine the Safety Valves of the Donkey Boilers? ☒ To what pressure were they afterwards adjusted under steam? ☒

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers? _____, and of the Donkey Boilers? _____

Surveyor examine all the mountings of the Main Boilers? YES AGE THEY 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

new shafts now been drawn and examined? 725 Is so, state reasons. ✓ Challenge att'd at the after end of ✓

Has it a continuous liner? ☒ Yes ☐ No

State of examination of Screw Shafts 17-1-39 State the distance between lignum vitae or bearing metal of stern bush and top of after shaft. 1000

Is electric light and power fitted? YES.

Engine parts, when referred to by numbers, should be counted _____ YES

Examine the generators, motors, switchgear, cables and fuses? _____ YES

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms. *100,000*

and what remains to be done. *Complete: -*

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

The following machinery parts now examined and found OK

now done for L. M. C. - in good condition.

Main Engines: - All Cylinders, Pistons, Covers, Valves & Valve Gear, Guides, Pump, Crank, Thrust & Intermediate

Steam engine Windlass, Pumping Arrangements.

lashed placed in Dry Dock and the Propellers, Stern Buses, & Plating in good condition.

the inside and outside fastenings examined and found in good condition. The engine was taken up, overhauled, examined and found in good condition.

These engines & air compressors are mounted internally & externally together with their fittings & found in all.

Separate fuel storage tanks & daily service tanks, their fittings & connections remain on board. Machinery of this vessel is now

General Observations, Opinion, and Recommendation.—The machinery in the Register Book, consequent upon this survey, is classified in the following manner, and it is suggested that the classification be retained, with the exception of such alterations as may be suggested by the Surveyors, in the case of the vessels' machinery, boilers, working pressures, &c.; thus, for example, R.S. 9, 11, R.&M.S. 9, 11, & L.M.C. 9, 11, &c.

any alteration required to be made in the records of the above named person

Good condition and eligible in my opinion. $\$1,390.00$ best notation $\$1,390.00$.

2. 1. 3, 89 ans 1/2

1948-1949 (Fees applied for 1948)

Very Far (per Section 20).....*T.S.* \$2 2 0
 Far (if any).....\$ 1 -

Special Damage or Repair Fee (if any).....
(per Section 90.)

Received by me,
Engineer Surveyor to Lloyd's Register of Ships

Smalling expenses (if chargeable)..... £ 4 : 6 : 0

16. 5. 1939

Committee's Minute _____ WED 31 MAY 1939 _____

Assigned +LMC 5.39

W319-0143 2191100

CONT'D

The Manoeuvring of the Main Engines tested under working conditions & found satisfactory.

Now done for T. S.: - The Two Screw Shafts drawn outboard examined and found as far as could be seen sound & free from defect.

Now done for electrical equipment: - The Installation generally examined and tested under working conditions.

The fittings on all main and sub distribution switchboards and boxes examined and found satisfactory.

Electric Cables generally examined and a megger test made on all motors and cables, and the insulation resistance found to be in accordance with Rule Requirements.

W. J. Griffiths.

No 2 held

It is submitted that
this vessel is eligible for
THE RECORD, Thurs 5-39

Box 51-39

25/5/39

26/5/39



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