No. 53530

. 9.

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

(Received at London Office JUL 15 1940)

of writing Report 13th July 1940. When handed in at Local Office 13th July 1940. Port of Cardiff

in ook. Survey held at Cardiff. Date, First Survey 19th June Last Survey 4th July 1940 (No. of Visits 3.)

07 on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "Harbledown"

				Year. Month.
ge Gross 5414	Vessel built at Port Glasgow.	By whom Lithgows Ld	When	1933-5
Net 3207	Engines made at Glasgow.	By whom D. Rowan & Co Ld	When	1933
inal Power 544	Boilers, when made (Main) 1933.	(~~Donkey~~) Aux		1933
Main Boilers 2	Owners National S.S. Co Ld	Owners' Address (if not already recorded in Appendix to Register Book.)		
Donkey Boilers Aux 1	Managers J & C Harrison Ld	Port London	Voyage	
Pressure— ain Boilers 220 lbs	Was Surveyed Afloat or in Dry Dock (State name of Dock.) Mountstuart Dry Dock & Jetty.			
onkey Boilers Aux 220 lbs				

t Report No. _____ Port _____

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

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1		+LMC 5.37
10.39.		B.S. ~~3.39~~ 7.40
SS Shl No 1.37.		T.S. CL 8.38.

RETAIN

rticulars of Examination and Repairs (if any) Docking & Repairs

odical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the e of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on unt of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and des being detailed in the body of the report, should be briefly summarised at the end of the report. State also the s and initials of any letters respecting this case.

amage 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 ✓

a damage report made by anyone else? If so, by whom? ✓

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

" " ~~Donkey~~ Aux " " " No

is was not done, state for what reasons? Boiler survey stated to have been completed at Workington

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

what special means, in the absence of internal examination, were adopted by the urveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Present condition of funnel(s) good.

e latest date of internal examination of each boiler

the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

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

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

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

the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boilers?

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? ✓

shaft now been changed? ✓ If so, state reasons

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? ✓

e date of examination of Screw Shaft ✓ State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft ✓

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

Is electric light and/or power fitted ✓

o, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

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

Now done:- Vessel placed in dry dock. propeller stern bush and sea connection fastings examined.

Repairs:- Part boiler All plain & 6 S stay tubes renewed.
Stbd " " " 28 " " "
Tube plates cleaned examined. and built up by electric welding in a number of places where corroded.
On completion of repairs boilers tested by hydraulic pressure to 280 lbs/□" with satisfactory results

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is eligible in my opinion to remain as classed without fresh record of Survey.

(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, B.&M.S. 9,11, ✠L.M.C. 9,11, or ✠LMC CS 3,34, 140 lb., F.D., &c.)

RETAIN

Survey Fee (per Section 29) £ : :

Special ~~Damage~~ Repair Fee (if any) (per Section 29.) £ 3 : 3 : 0

Travelling expenses (if chargeable) £ : :

Fees applied for 13 July 1940

Received by me, _____ 19

Hamish Wm. Paton
Engineer Surveyor to Lloyd's Register of Shipping.

TUE 23 JUL 1940

Committee's Minute

Assigned As now

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

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

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