

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 3 JUL 1948)

Date of writing Report 2 July 1948 When handed in at Local Office 2 July 1948 Port of CARDIFF

Survey held at CARDIFF Date First Survey 25/6/48 Last Survey 25/6/ 19 48  
(No. of Visits 1)

on the Machinery of the ~~XXXXXX~~ Steel <sup>T.Sc</sup> "PORT SYDNEY"

Gross 9129 Vessel built at BELFAST. By whom WORKMAN CLARK & CO.LTD. When 1914 4  
Net 5771 Engines made at BELFAST. By whom WORKMAN CLARK & CO.LTD When 1914  
Nominal 1201MN Boilers, when made (Main) 1914 (Donkey) 1914  
Use Power  
of Main Boilers 1 S.B. Owners PORT LINE LTD. Owners' Address  
of Donkey Boilers 2 D.B. Managers - (if not already recorded in Appendix to Register Book.)  
Main Pressure 200lbs. If Surveyed Afloat ~~XXXXXX~~ QUEENS DOCK. Port LONDON. Voyage  
Main Boilers 200lbs. (State name of Dock.)

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 or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1 Shelter Dk. with freeboard.		LMC 10,37 BS 10,46
8,47		TS(CL)S12,46
ssLiv.2nd.No 3-10,37		P.4,47
Examined 8,47		Lloyd's RMC (RS) 3,48
Tonnage opening closed 41		

## Particulars of Examination and Repairs (if any) Compl. B.S. & S.R. List

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

Where the Surveyor has not made a special damage report he is required to state whether he has examined his services for this purpose, and why they were declined.

Where a special 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.

Where not done, state for what reasons Boilers previously surveyed Liverpool 11-47

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

Where 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?

Where date of internal examination of each boiler? Present condition of funnel(s) Good. Ford S.E. Blr only 200lbs.

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

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

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

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

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

Where 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?

Where screw 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?

Where of examination of Screw Shaft? State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft. Is electric light and/or power fitted?

Where the Surveyor examine the generators, motors, switchgear, cables and fuses? Is electric light and/or power fitted?

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

Where if not complete, state what arrangements have been made for its completion and what remains to be done

NOTE:- For completion of B.S. Forward single ended boiler examined under steam and safety valves adjusted to that pressure stated above.

1- Port main circulating pump generally examined under working conditions and found to remain efficient meantime.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel as now seen 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 L.M.C. 140 lb., F.D., &c.)

The vessel is in an efficient condition and eligible in my opinion to remain as classed with fresh record of B.S. 11,47 as previously recommended subject to casing of port main circulating pump being examined 8-48.

Survey Fee (per Section 29)	£	19	Fees applied for
Special Damage or Repair Fee (if any) (per Section 29.)	£		Received by me,
Travelling expenses (if chargeable)	£	19	

Thomas Donaldson  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Assigned  
As now subject  
BS. 11,47

