

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

(Received at London Office

MAR - 6 1939

Date of writing Report 2nd Mar. 1939 When handed in at Local Office 4/3/1939 Port of BARRY.
 No. in Survey held at BARRY. Date, First Survey 1st Mar. Last Survey 2nd Mar. 1939 (No. of Visits 2)

1782 on the Machinery of the Wood, Iron or Steel SCREEN "CARICA MILICA" Year. Month. 1928. 2.

Gross 6371 Vessel built at Sunderland By whom W. Dorriford & Sons, Ltd. When 1928.
 Net 3927 Engines made at Sunderland By whom Richardson & Co. When 1928.

Nominal Horse Power 569 Boilers, when made (Main) 1928. Owners' Address Jugoslavenski Lloyd ad. Dubrovnik. Voyage Donkey

No. of Main Boilers 3 Managers ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

No. of Donkey Boilers ✓ Steam Pressure 180 lb. If Surveyed Afloat or in Dry Dock Barry Graving. (State name of Dock.)

in Donkey Boilers ✓ Last Report No. Port Docking.

Particulars of Examination and Repairs (if any) Docking.

(Periodical Surveys, when held, must be reported in detail and verbatim 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? No.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

Did the Surveyor personally go inside each Donkey " " " " ✓
 If this was not done, state for what reasons? Stated boilers examined at Liverpool.

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. ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓

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

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

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

Has screw shaft now been drawn and examined? No. Is it fitted with continuous liner? ✓

Has shaft now been changed? ✓ If so, state reasons. ✓

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

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 3/32"

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

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

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

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 drydocked. Propeller, outer end of stern bush, and outside fastenings of sea connections examined. Spare (C.T.) propeller fitted in place of bronze propeller found with tip of one blade broken.

Stated that bronze propeller will be repaired, and placed on board on vessel's return.

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. 9, 11, B.&M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel, so far as now seen, is eligible in my opinion to remain as classed without fresh record of survey. (Spare propeller to place on board.)

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

Committee's Minute As now

Assigned

FRI 24 MAR 1939

Frank J. Richardson.

Engineer Surveyor to Lloyd's Register of Shipping.

W439-0160

Lloyd's Register Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

If Stockton, state Mechanical Tests

The Surveyors are requested not to write on or below the space for Committee's Minutes

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

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

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

Wm. H. & Co. Ltd.

Surveyed by Wm. H. & Co. Ltd. on 1st Nov. 1902

Under the direction of the Admiralty

Surveyed at the request of the Admiralty

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Propeller changed

Wm. H. & Co. Ltd.
1st Nov. 1902



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