Dept. D. WRECK BAY No. No. 107,889

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

(Received at London Office 28 OCT 1939)

Date of writing Report 2-10-1939 When handed in at Local Office 2-10-1939 Port of London.

No. in Reg. Book. 31801 Survey held at London. Date, First Survey and Last Survey 30-9-1939 (No. of Visits One!)

on the Machinery of the ~~Wood, Iron or~~ Steel "PONZANO"

RETAIN

Tonnage { Gross 1346 / Net 530 | Vessel built at Glasgow By whom Harland & Wolff Ltd. When Year 1928 Month 3.

Nominal Horse Power 355. | Engines made at do By whom do When 1928.

No. of Main Boilers — | Boilers, when made (Main) — (Donkey) —

Owners Moss Andrews & Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers — | Managers — Port Liverpool Voyage

Steam Pressure— in Main Boilers — | If Surveyed Afloat or in Dry Dock (State name of Dock.) afloat London Dock.

in Donkey Boilers —

Last Report No. 107808 Port Lon

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 extend.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A.1. Shelter Dk. with freeboard. 9.39 ✠ Aut. 17.2-36.		+L.M.C. C.S. 12.36 8.37. C.L. 9.39.
OIL ENGINE.		

Particulars of Examination and Repairs (if any) C.S.

(Periodical Surveys, when held, must be reported in detail and seriatim 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? —

" " Donkey " " " —

If this was not done, state for what reasons? —

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(s) —

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 Boilers? —

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

Has 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? —

Has shaft now been changed? — 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 — 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? —

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 CONTINUOUS SURVEY.

NOW DONE:- Main Engine 1st 1 and 6 crank pins & brasses examined & found satisfactory.

General Observations, Opinion, and Recommendation:— The machinery of this vessel

(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 pressure, &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.)

as fitted is now seen to be in efficient condition & eligible in my opinion to remain as classed with record of ✠L.M.C. CS (with date) when the survey is complete.

Survey Fee (per Section 29) £ : :

Special Damage or Repair Fee (if any) (per Section 29.) £ :

Travelling expenses (if chargeable) £ : :

Fees applied for 19

Received by me, 19

FRI. 13 OCT 1939

Committee's Minute

Assigned As now

Engineer Surveyor to Lloyd's Register of Shipping.

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

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

© 2020 Lloyd's Register Foundation

W467-0005

C.S. approved

It is recommended that this vessel is eligible to remain as CLASSED.

JRm
11.10.39

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