

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

Date of writing Report \_\_\_\_\_ When handed in at Local Office 2. 10. 1931 Port of BARRY.  
 (Received at London Office 22 OCT 1931)  
 No. in Reg. Book 22561. Survey held at BARRY. Date, First Survey 15/10/31 Last Survey 2. 10. 1931  
 on the Machinery of the Wood, Iron or Steel S.S. CHARLBURY (No. of Visits 3.)

Tonnage { Gross 6030. Vessel built at Newcastle. By whom Armstrong & Co. When 1906.  
 Net 3902. Engines made at do By whom Fraser & Neave When 1906.  
 Nominal Horse Power 478. Boilers, when made (Main) 1906. (Donkey) 1906.  
 No. of Main Boilers 5 Owners' Address Queen's Wharf, Barry.  
 No. of Donkey Boilers 1 Managers R & S Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 180 Port Barry Voyage  
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Barry DK (State name of Dock.)

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

CHARACTER. Date of last Survey and of Periodical Surveys.	Year assigned how estimated.	Machinery and Boiler Surveys (including date of N.B. if any).
<u>7100 A1. Shellies</u>		<u>4 L.M.C. 7.30.</u>
<u>DK with 7.1.1.</u>		<u>R.S. 7.34.</u>
<u>12.33.</u>		<u>T.S.C. 12.33.</u>
<u>S.S. R.L. 27/10/31.</u>		

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) General Exam.

(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. 16/10/31. S.S.)

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? ✓

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

If this was not done, state for what reasons? Boilers not opened out for survey

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? ✓ To what pressure were they afterwards adjusted under steam? 180 lbs.

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 Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? ✓ 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 vitae 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 the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

NOW DONE: A General examination made of main engines & auxiliary machinery & some trial under working conditions. Pumping arrangement examined & tested. The safety valves of the three main boilers were examined & afterwards adjusted under steam at above working pressure. Boilers examined under steam. All found to be in satisfactory condition for the intended voyage to Japan.

**UNdertaking CASE!**  
 Subject to the **DONKEY BOILER** not being used.

PRESENT CONDITION OF FUNNEL(S) Good.

General Observations, Opinion, and Recommendation: The machinery of this vessel is for  
 (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.)

as seen in my opinion to remain as now classed without further work, subject to the vessel being broken up on the termination of her present voyage & also under the condition that she is not to be used for another voyage to Japan with a cargo of salt or mineral. N.B. Donkey boiler to be used.

Survey Fee (per Section 29) £ \_\_\_\_\_  
 Special Damage or Repair Fee (if any) (per Section 29.) £ \_\_\_\_\_  
 Travelling expenses (if chargeable) £ \_\_\_\_\_

Fees applied for \_\_\_\_\_  
 Received by me, \_\_\_\_\_

[Signature]  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 25 OCT 1935  
 Assigned Deferred

TUE. 19 MAY 1936

TAKING CASE.



W490-0022

Machinery generally  
examined & found satisfactory  
for voyage to Japan the parts for  
demolition.

Proposed action  
to be deferred.

Subject to the  
~~Boiler~~ BOILER  
not being used again.

SA  
24/10/35



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