No. 102116

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

(Received at London Office 24 OCT 1935)

23RD OCT. 1936. When handed in at Local Office 24 OCT 1935 19 Port of LONDON

eld at LONDON Date, First Survey and Last Survey 23RD OCT. 1936 (No. of Visits one)

Machinery of the ~~Wood, Iron or~~ Steel S/S "JAMAICA SETTLER"

Vessel built at BIRKENHEAD By whom CAMMELL LAIRD & Co Ld When 1910-4

Engines made at Do By whom Do When 1910

Boilers, when made (Main) 1910 (Donkey) —

Owners JAMAICA BANANA PRODUCERS S.S. Co. Ld Owners' Address —
(if not already recorded in Appendix to Register Book.)

Managers KAYE, SON & Co. Ld Port LONDON Voyage RIVER CLYDE

If Surveyed Afloat or in Dry Dock AFLOAT
(State name of Dock.)

Do. 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. SHELTER DK		✠ L.M.C. 2-31
WITH FREEBOARD 3-34		B.S. 8-35
S.S. LOAD. No. 3-1-23		T.S. 3-34 (CL)
S.S. LOAD. No. 2-31		✠ LLOYDS R.M.C. 8-35

f Examination and Repairs (if any) INTERIM CERT.

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

e the Surveyor has not made a special damage report he is required to state whether he s for this purpose, and why they were declined None

made by anyone else? If so, by whom? —

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

" Donkey " " " None

te for what reasons? NOT DUE FOR SURVEY

Boilers could not be thus thoroughly examined? —

, in the absence of internal examination, were adopted by the mself of the thorough efficiency of those parts of each Boiler? —

ternal examination of each boiler — Present condition of funnel(s) —

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

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

ine all the manholes, doors and their fastenings of the Main Boilers? —, and of the Donkey Boilers? —

ine the drain plugs of the Main Boilers? —, and of the Donkey Boiler? —

ine all the mountings of the Main Boilers? —, and of the Donkey Boiler? —

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? —

changed? — If so, state reasons —

ted 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? —

ion of Screw Shaft — State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft VESSEL AFLOAT

hen referred to by numbers, should be counted from forward. Is electric light ~~and/or power~~ fitted? YES

complete, state what arrangements have been made for its completion and what remains to be done COMPLETE.

: Main engine examined generally under steam and reversing trial ried out in dock. Bilge & ballast pumps examined under orking conditions and found satisfactory. Windlass and steering gear examined under steam and found to be working satisfactorily.

essel is now proceeding to the River Clyde where she is to be broken up.

servations, Opinion, and Recommendation:— The machinery of this vessel as 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 ation 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 140 lb., F.D., &c.)

mmed is in order for the contemplated voyage to the River Clyde e is to be broken up.

on 29) £ — : :

INTERIM CERT
epair Fee (if any) £2 : 2 : 0
n 30.)

if chargeable) £ — : :

Fees applied for 24 OCT 1935 19

Received by me 9.11. 35 19

H. McCormick.
Engineer Surveyor to Lloyd's Register of Shipping.

Minute

FRI. 1 NOV 1935

FRI. 8 NOV 1935

RETAIN

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

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

W490-0234

Machinery generally examined.
Proceeding to the Clyde for demolition.
2nd No 3 due 1-35

Submitted action be deferred

31/10/34