

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

(Received at London Office)

Date of writing Report 24 May 1937 When handed in at Local Office 24 May 1937 Port of Cardiff

No. in Reg. Book. 82426 Survey held at Cardiff Date, First Survey 19 May 1937 and Last Survey 19 May 1937 (No. of Visits 1)

Tonnage { Gross 6900 Net 4330 Vessel built at Newcastle By whom Wm. & A. S. B. Co (1927) Ltd When 1928-11

Nominal Horse Power 569 Engines made at - do - By whom Wilsand Shipway Ltd When 1928

No. of Main Boilers 3 Boilers when made (Main) 1928 (Donkey) ✓

No. of Donkey Boilers ✓ Owners Court Line Ltd. Owners' Address (if not already recorded in Appendix to Register Book.) Port London Voyage London

Steam Pressure in Main Boilers 180 lb Managers Halding & Phillips Ltd.

in Donkey Boilers ✓ * Surveyed at in Dry Dock Mount Stuart S.D. (State name of Dock.)

Last Report No. PortParticulars of Examination and Repairs (if any) Docking & T.S.

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

" " Donkey " " " "

If this was not done, state for what reasons? B.S. not due

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 ✓ good

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 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? yesIs it fitted with continuous liner? yesIs an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓Has shaft now been changed? No If so, state reasons -Is 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 19-5-37State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

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:- Vessel placed in dry dock. Propeller, stern bush and sea connection fastenings examined.

Propeller shaft drawn in & examined new C.I. propeller fitted.

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 pressures, &c.; thus, for example, B.S. 911, B.S.M.S. 911, L.M.C. 911, or L.M.C. 140 lb., F.D., &c.)

is eligible in my opinion to remain as classed without fresh record of survey. To have notation of T.S. CL 5-37.

Survey Fee (per Section 29) £ ✓

Fees applied for

✓ 19Special Damage or Repair Fee (if any) (per Section 29.) £ ✓

Received by me,

19

Travelling expenses (if chargeable) £ ✓

Committee's Minute

FRI 11 JUN 1937

Assigned As now

Hannish W. G. Paton

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation