

(Received at London Office DEC 8 1951)

No. in
eq. Book. *Survey held at* Hull Date, First Survey 25/11/37 Last Survey 2/12/1937

Tonnage	Gross	1231	Vessel built at	Sunderland	By whom	Sunderland, L B Co Ltd	Date	1910 7
		714						

158	Boilers, when made (Main)	1910	(Donkey)	910	✓
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0. of Donkey Boilers 1
team Pressure—
in Main Boilers 180 lbs/sq in

CHARACTER, or Special Survey	Date of last Survey, and of Surveys	Machinery and Boiler Surveys

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the names of Examiners, if any, and in detail the nature and extent of Examinations and subsequent Reviews. Review on

dates and initials of any letters respecting this case, London N. 20.11.37

damage cases where the Surveyor has not made a special damage report he is required to state whether he

10.37
TS. CL 6, 36.

Was a damage report made by anyone else? If so, by whom? _____

[illegible]

d what parts of the Boilers could not be thus thoroughly examined? _____

its latest date of internal examination of each boiler *James boiler 30.11.37.* Present condition of funnel(s) *Efficient*

10. To what pressure were they afterwards adjusted under steam? *Not adjusted*

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? Yes (1 an)

the Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boilers? (Part)

shaft now been changed? No If so, state reasons _____

the date of examination of Screw Shaft 25-11-37. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. 3/32

10, did the Surveyor examine the generators, motors, switchgear, cables and fuses? _____ ✓

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. CARDIFF REPORT N° 52129.

Screw shaft drawn, examined, and found in good order. Wear down as above.

Gate Survey. Main Gate safety valves adjusted to pressure stated above.

not possible to thoroughly examine the boiler at this time.

found to be $\frac{1}{32}$ " & $\frac{3}{16}$ " respectively.

before again being used. Blank flange filled in donkey holes same time.

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, and 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, $\frac{1}{2}$ L.H.C. 9,11, or A.M.C. 140 lb. P.D. &c.)

have check record of TS 6/11/37 T.B.S. 10.36 subject to dumber holes not being used before

Note re propellers should now be removed from SR list.

Special Damage or Repair Fee (if any)..... £ : : 19

TUE. 21 DEC 1937

signed V.S. W.S. / Subler

