

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

(Received at London Office)

19 NOV 1934

of writing Report *15th Nov 1934* When handed in at Local office *14th Nov 1934* Port of *Gibraltar*

Survey held at *Gibraltar* Date, First Survey *6/12/33* Last Survey *6/2/34* 19  
 (No. of Vints *3*)

on the Machinery of the *Wood, Iron or Steel* *Tw S.S. "Gardenga"*

Gross *298* Vessel built at *Danzig* By whom *JW Clawitter* When *1904*  
 Net *118* Engines made at *"* By whom *"* When *"*

Boilers, when made (Main) *(Donkey)*

Main Boilers *Two* Owners *Verano S.S. Co.* Owners' Address *Gibraltar* Port *Gibraltar* Voyage *"*

Donkey Boilers *1* Managers *"*

Main Boilers *17/16* If Surveyed Afloat or in Dry Dock *Afloat.*

Donkey Boilers *1* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)

Report No. *2281* Port *Gibraltar*

Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 as being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case. *4.6.11/34*

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

Has 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? *Yes*

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

Was a thorough examination of the Main Boilers not done, state for what reasons? *Yes*

What parts of the Boilers could not be thus thoroughly examined? *Yes*

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? *Yes*

Latest date of internal examination of each boiler *6-2-34.*

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes* To what pressure were they afterwards adjusted under steam? *Yes*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes* To what pressure were they afterwards adjusted under steam? *Yes*

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *Yes* and of the Donkey Boilers? *Yes*

Did the Surveyor examine the drain plugs of the Main Boilers? *Yes* and of the Donkey Boiler? *Yes*

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

Has a screw shaft now been drawn and examined? *Yes* Is it fitted with continuous liner? *Yes* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *Yes*

Has a screw shaft now fitted been previously used? *Yes* Has it a continuous liner? *Yes* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *Yes*

Date of examination of Screw Shaft *Yes* 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.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

CHARACTER	Date of last Survey and of Periodical Survey	Yearly or other date of expiration	Machinery or Boiler Survey (including date of it, if any)
<i>100 P/Gib with</i>	<i>1.33.</i>	<i>L.M.C. 7.31</i>	<i>B.S. 12.32.</i>
<i>SS Bm and 103-7.31.</i>		<i>Tail shaft run 7.33</i>	

*For coasting service Oran to Agadir - Valencia to Lisbon*

RETAIN

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

3512-0056

Annual survey of main boilers commenced 6/12/33 whilst this vessel was laid up. The owners arranged that examination in steam would be made when the vessel was likely to resume service or when an intending purchaser would require a trial.

In view of the length of time which has elapsed, I have requested the owners to allow another internal examination to be made before completing the survey report.

Sort of survey as held so far:—

The two main boilers were opened out and properly cleaned for survey.

General Observations, Opinion, and Recommendation:—

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 the 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.&V.S. 9.11 or L.M.C. 9.11, 140 lb., F.D., &c.

*Deferred for completion of boiler survey.*

Fee (per Section 29).....	£	Fees applied for	19
Damage or Repair Fee (if any).....	£	Received by me,	19
Other expenses (if chargeable).....	£		

Submitted by *W. H. Clawitter* TUE. 27 NOV 1934

FRI. 23 AUG 1935



Internal examination 6/2/34.

All surfaces were in good order and free from corrosion. An average quantity of scale was removed from the combustion chamber and furnace crowns. Hammer tests of all stays were satisfactory, no breakage or wastage found.

Plain and stay tubes were sound, no leakage at stay nuts, rivets and seams, combustion chambers were cleaned out and found in good order.

Thin slabs normally worn, replacement and fittings to be examined before closing up boilers.

External examination.

External surfaces of end plates and shell not covered with lagging were in good order. Lagging not removed at this survey.

Valves and mountings. Opened out for minor repairs and adjustments due to wear, examined and replaced in good order.

Man holes, doors and fittings, smoke boxes, grates, bridges and bars kept in good condition.

Another internal examination is necessary before the boilers are placed in steam on account of the long interval since the survey was started.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

IF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN

27 AUG 1937

To be broken up  
write list  
of parts  
to be replaced



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