

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

(Received at London Office 13 AUG 1931)

Date of writing Report 31st July 1931 When handed in at Local Office 10 Port of Bremer

No. in Survey held at Swahara, Rodmaredo, Bremer Date, First Survey 17th April Last Survey 31st July 1931
Book. 1 (No. of Visits 12)

on the Machinery of the Wood, Iron or Steel Twin Sc "GARDENGA"

Gross 287 Vessel built at Tanzig By whom J. W. Hellmuth When 1905
Net 140 Engines made at Tanzig By whom J. W. Hellmuth When 1905

Nominal Horse Power 70 Boilers, when made (Main) 1904 (Donkey)
of Main Boilers 2 Owners Brit. Four Seasons Proprietary Ltd. Owners' Address Port Natal Voyage Port Natal
of Donkey Boilers 1 Managers S. J. Huntleworth, Tullan

Pressure of Main Boilers 170 lbs If Surveyed Afloat or in Dry Dock Afloat - on ship
Donkey Boilers 1 (State name of Dock Swahara, Rodmaredo and Swahara, Bremer)

Report No. _____ Port _____
Particulars of Examination and Repairs (if any) L.M.C.

Special 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 machinery, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on machinery, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on machinery, if any, and, in detail, the nature and extent of examinations and subsequent repairs.

Special damage cases where the Surveyor has not made a special damage report he is required to state whether he has accepted his services for this purpose, and why they were declined?

Special 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?

Were any parts of the Boilers not thus thoroughly examined? None

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?

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 170 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? 170 lbs

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

Did the Surveyor examine the drain plugs of the Main Boilers? None and of the Donkey Boiler?

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

Has the 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 the screw shaft now been changed? Yes If so, state reasons Yes

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?

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1 1/16"

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

Machinery Survey: - Examined the propellers, screw shafts, stern bushes, cross connections, opened out and their fastenings, H.P., M.P., L.P. cylinders with pistons and rods, H.P., M.P., L.P. valves with shafts and rods, top and bottom end valves, crossheads, guides, crank shafts with journals and pins, thrust shafts with blocks and nutthrow, tunnel shafts with bearings, condenser, air pump, circulating pump, feed and bilge pumps, ejector with their pipe connections, valve gear and strainers and found all parts overhauled and re-adjusted in a satisfactory condition. Steel valve chest of main sea inlet valve repaired, strengthened and tested, now in order.

Boiler Survey: - Both main boilers examined internally and externally with their mountings opened out, manholes, doors and fastenings and steam pipes and found in a satisfactory condition. 10 plain tubes in each boiler and the

General Observations, Opinion, and Recommendation: - P.T.O.
(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, E.S. 9,11, B.&M.S. 9,11, or S.L.M.C. 9,11, 140 lb., F.D., &c.)

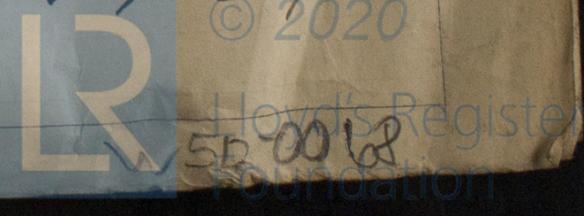
It is recommended that the vessel's machinery be classed in the Society's Register Book with the notations of L.M.C. 7, 31 and TAIL SHAFTS CLASS 7, 31.

Survey Fee (per Section 28) £2-2-0 Fee Report on Hull £ Fees applied for Ham. 4.8.1931
Special Damage or Repair Fee (if any) £ Received by me 6.8.31
Printing expenses (if chargeable) £1-4-0

Committee's Minute T 1 SEP 1931
Assigned W. Meigs Engineer Surveyor to Lloyd's Register of Shipping.

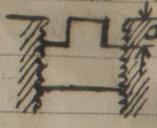
Insert Character of Ship and Machinery precisely as in the Register Book.

This is a Certificate required by the Rules.



funnel have been removed.

Under steam the boilers were found tight and their safety valves have been adjusted to 170 lbs. per sq. inch. Distance "a" of safety valves:

		Port boiler	port .27"	Starboard .36"
		Starboard -"-	-"- .285"	-"- .51"

J. H. C. Kalm J. A. V. Smith

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Rpt.

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