

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

(Received at London Office 21 AUG 1931)

Date of writing Report

20th August 1931

When handed in at Local Office 20th August 1931

Port of Southampton

Survey held at

Portland

Date, First Survey 11th Aug 1931

Last Survey 19th Aug 1931

on the Machinery of the

Wood, Iron or Steel

T. S. S. GARDENGA

By whom T. W. Klammer

When 1905

When 1905

Gross

257

Vessel built at Tanyig

By whom

(Donkey)

Net

70

Engines made at

Boilers, when made (Main)

Owners Port of Jones & Co. Proprietors Ltd

Owners' Address

(if not already recorded in Appendix to Register Book)

Voyage Port Natal

of Main Boilers

2

Managers

If Surveyed Afloat or in Dry Dock

Yes

(State name of Dock)

of Donkey Boilers

170

in Main Boilers

6

in Donkey Boilers

6

Last Report No.

Port

## Particulars of Examination and Repairs (if any)

Repairs

Periodical Surveys, when held, must be reported in detail and serialism 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?

Do. " Donkey " " "

If this was not done, state for what reasons?

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?

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?

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?

Has shaft now been changed? If so, state reasons.

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

Complete

At Owners request, vessel arrived at Portland, vessel here put in store being unable to maintain steam & condenser stated to be leaking

On trying engine round harbour steam dropped from 170 lbs to 40 lbs. & the vacuum was only 40%. Heavy knock on all connecting rod top end brasses.

Numerous air leaks in smoke boxes, uptakes in way of superheater & funnel casing

The air pump valves (rubber) were found to be wrongly fitted & quite inefficient

Machinery & Boilers examined in co. with Messrs. Burdett & Gordon's representatives on 16th

The Boilers were found clean, but the air space between fire bars was very small

The covers were lifted on cylinders & piston valves on Star. Eng. & from the appearance of glands walls & piston valve chambers everything was in order. Condenser tested & found in order.

New fire bars fitted to back section of fire grate, air leaks in uptakes etc. closed

## 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 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. 9.11, B.&M.S. 9.11, or L.M.C. 9.11, 140 lb. F.D., &c.)

This vessel in my opinion is eligible to remain as classed without fresh record

Survey Fee (per Section 29) £ : 19

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

Travelling expenses (if chargeable) £ : 19

Committee's Minute TUE. 1 SEP 1931

Assigned

G. A. Dryden Toynke

Engineer Surveyor to Lloyd's Register of Shipping.

General Committee

Thursday 3rd September 1931

See first entry report

W 512-0071



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.

new valves fitted to air Pump. Connecting rod brasses adjusted  
Vessel tried under steam for four hours, Portland Harbour & Weymouth  
Bay.  
Mean draught of vessel 6 ft.  
Steam at commencement 160 lbs. revolution maximum 165  
Steam gradually fell to 110 lbs at which pressure it  
remained until conclusion of trial. The vacuum  
was maintained at 80%  
The speed in sheltered water was 5 knots, & against  
wind & sea 4 knots.  
The vessel is proceeding on her voyage to Port Natal where  
8.12.94 galis moderate  
The coal used on trial was Australian of very poor quality, but North Country  
Coal has now been taken on board.  
G. A. Dryden Tozer

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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