

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

(Received at London Office)

22 APR 1936

Date of writing Report 26th Apr 1936 When handed in at Local Office 26th Apr 1936 Port of CARDIFF

No. in Reg. Book. 57769 Survey held at Cardiff Date, First Survey 6th Apr Last Survey 9th Apr 1936
(No. of Visits 3)

on the Machinery of the Wood, Iron or Steel St. AVON RIVER (Ex Dane Dawson)

Tonnage } Gross 5286
 } Net 3203 Vessel built at Birmingham By whom W. Donford & Son Ltd. When 1918-11

Nominal Horse Power } 517 Engines made at Glasgow By whom Harland & Wolff Ltd. When 1918

No. of Main Boilers 3 Boilers, when made (Main) 1918 (Donkey) -

No. of Donkey Boilers ✓ Owners Avon Steamship Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 180 lb. Managers Port Bristol Voyage

in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Birmingham D.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. PortParticulars of Examination and Repairs (if any) Damage TS

(Periodical Surveys, when held, must be reported in detail and seriatim 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 Not required

Was a damage report made by anyone else? If so, by whom? U/W Surveyor

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

" " " " " " " "

If this was not done, state for what reasons? Not done for many

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(s) 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? 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? -

Has shaft now been changed? No If so, state reasons -

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 date of examination of Screw Shaft 8/4/36 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Revised

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, for Damage, stated due to some grounding at entrance to Chesapeake Bay, on 17th Feb. 1936, voyage Huelva & Baltimore
Vessel dry docked, propeller, screw shaft, stern bush, sea connection and fastenings and steering engine examined. No. 1 & 3 couplings of tunnel shafting disconnected and alignment checked.
Stern bush renewed. Main bearings of steering engine adjusted.

General Observations, Opinion, and Recommendation:— GR 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. 9,11, B.&N.S. 9,11, & L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

*L.M.C. 140 lb., F.D., &c.)

Now seen, is in good order and eligible in my opinion to remain as classified with fresh record of Lane shaft seen CH 4, 36.

Survey Fee (per Section 29) £ : : 3 : 3 : 0

Special Damage or Repair Fee (if any) (per Section 29.) Damage £ : : 3 : 3 : 0

Travelling expenses (if chargeable) £ : : ✓

Fees applied for 21 Apr. 1936

Received by me, 24.6.36

Committee's Minute

Assigned As now

FRI. 8 MAY 1936

FRI. 28 OCT 1936

WS14-0006

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Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
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Screw shaft & sea connection examined
after grounding.

It is submitted that
this vessel is eligible to
remain as CLASSED.

S. 4. 36.

L.H.
4/5/36.



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