

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

(Received at London Office

25 1937

Date of writing Report 9. 10. 37

When handed in at Local Office

Port of Port Elizabeth

No. in
Reg. Book.

27084

Survey held at Port Elizabeth

Date, First Survey 9. 10. 37

Last Survey 9. 10. 1937

(No. of Visits 2)

Tonnage

Gross 3478

Net 1782

Vessel built at Hull on Tees

By whom Furness Shipbuilding Co

When 1921-5

Nominal
Horse Power

538

Engines made at South Shields

By whom Richardson Westgarth & Co

When 1921

No. of Main Boilers

3

Boilers, when made (Main) 1921

(Donkey)

No. of Donkey Boilers

180

Owners Prince Line Ltd

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port London Voyage

Steam Pressure in Main Boilers

Managers Furness, Mutchy & Co. Ltd

If Surveyed Afloat or in Dry Dock Afloat

(State name of Dock.)

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

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned for next survey.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1		LMC. 5.37
SS. Hul. No. 3-28.7.33		MS. 33
Shelter dk with fhd		BS. 36
5.37		CA 5.37
St. Bry 201-37		
		FITTED FOR #1 FUEL 5.31
		EX. ABOVE 100°F.

Last Report No. 2257 Port C In

Particulars of Examination and Repairs (if any)

(Periodical surveys, when held, must be reported in detail and acritism 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 summarized 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?

" " 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?

State latest date of internal examination 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

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

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.

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.

Starboard Boiler.

Two stays in Combustion Chamber back-plate in way of furnace bridge (Port Furnace) had threads renewed with a special made die-nut & two new nuts fitted.

One stay in the same position (Starboard Furnace) had repairs effected in a like way, with boiler full of water.

General Observations, Opinion, and Recommendation:— This vessel's boiler is in good

(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, R.S. 9.11, R.E.M.S. 9.11, & L.M.C. 9.11, or 9.34, 140 lb., F.D., &c.)

efficient order & in my opinion eligible to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ :

Fees applied for

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

19

Travelling expenses (if chargeable) £ :

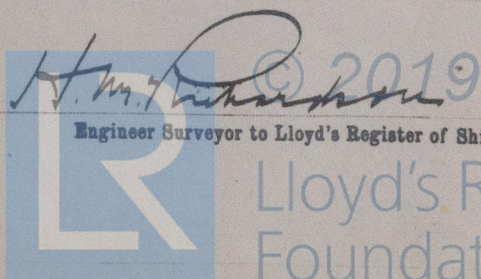
Received by me,

19

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

WS15-0188