

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

(Received at London Office

12 FEB 1937

Date of writing Report Jan. 12th 1937

When handed in at Local Office

Port of Manila, P. I.

No. in Reg. Book 33968 Survey held at Manila

Date, First Survey Jan. 8th Last Survey Jan. 11th 1937

(No. of Visits 4)

Tonnage (Gross 6770)

(Net 3693)

Vessel built at Belfast

By whom Harland & Wolff, Ltd.

When 1930-6

Nominal Horse Power 979

Engines made at Belfast

By whom Harland & Wolff Ltd.

When 1930

No. of Main Boilers

Boilers, when made (Main)

(Donkey)

No. of Donkey Boilers 2

Owners Silver Line Ltd.

Owners' Address

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

Steam Pressure in Main Boilers

Managers Stanley & John Thompson, Ltd.

Port London

Voyage U.S.A.

In Donkey Boilers

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

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

CHARACTER	Years assigned and expired	Machinery and Boiler Surveys (including date of N.B. if any)
100A1		LMC CS5
with freeboard		5, 34
5, 35 4, 36		DBS 3, 74
S.S. HKg 201-34		Lloyd's
		RMCL 36
		for temp. 200°F
		Carrying oil fuel or Kerosene F.I. above 150°F. in forward & after peak tanks & deep tanks

Last Report No. 1361 Port Manila

Particulars of Examination and Repairs (if any) PART S.S.

(Periodical Surveys, when held, must be reported in detail and verbatim 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

Present condition of funnel(s)

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

After Lubricating Oil Pump failed and was opened up on arrival at MANILA and found to be considerably worn and deteriorated.

Thrust pads were worn out and cast iron impellers worn and broken.

Spare cast steel thrust carrier fitted and new thrust pads made and fitted.

Four new cast bronze impellers made and installed.

All connected up and run satisfactorily.

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, R.&M.S. 9, 11, & L.M. CS 3, 34, 140 lb., F.D., &c.)

In the opinion of the undersigned, the vessel is fit to continue as at present classed 100A1 and to have the record of SPECIAL SURVEY, be made in the Register Book in the case of this vessel when the survey has been completed.

Survey Fee (per Section 29) £ 60.00

Fees applied for

Special Damage or Repair Fee (if any) £ : :

19

Travelling expenses (if chargeable) £ 15.00

Received by me, 19

Committee's Minute

FRI 19 FEB 1937

TUE 15 JUN 1937

Engineer Surveyor to Lloyd's Register of Shipping.

Assigned As now



W516-0332

CS
Lubricating pump repaired.
It is submitted that
this vessel is eligible to
remain as **OLASSED**, subject to
covering of both main engine
silencers being dealt with
at earliest convenient
opportunity.

114
2/16/37.

MEMORANDUM FOR THE RECORD

(You will find the following information to be of interest)

STATE OF NEW YORK



© 2019
Lloyd's Register
Foundation