

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

(Received at London Office 20 MAY 1936)

of writing Report 14.5.36. When handed in at Local Office 16 MAY 1936

Survey held at Hutwood Date, First Survey May 4 Last Survey 13 1936

on the Machinery of the Wood, Iron or Steel K "LUNEDA" (No. of Visits 4)

Gross 288 Vessel built at Selby By whom Cochrane & Sons Ltd When 1912 //

Net 116 Engines made at Skull By whom C. D. Holmes & Co. Ltd. When 1912 //

Main Boilers 15B Boilers, when made (Main) 1912 (Donkey)

Donkey Boilers  Owners J. Matt & Son Ltd. Owners' Address Port Fleethood. Voyage

Pressure 200th Managers J. Matt & Son Ltd. If Surveyed Afloat  or in Dry Dock byn Dock Shewsbury (State name of Dock.)

Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) locking B.S.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 the nature and initials of any letters respecting this case.

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

Has a special damage report been 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?

Were any special means, in the absence of internal examination, adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

What was the latest date of internal examination of each boiler? 7.5.36 Present condition of funnel(s) Efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200th

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? 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 propeller shaft now been drawn and examined? No 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 the propeller shaft now been changed?  If so, state reasons.

Has the propeller 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. 3/16

When engine parts, when referred to by numbers, should be counted from forward.  Is electric light and/or power fitted?

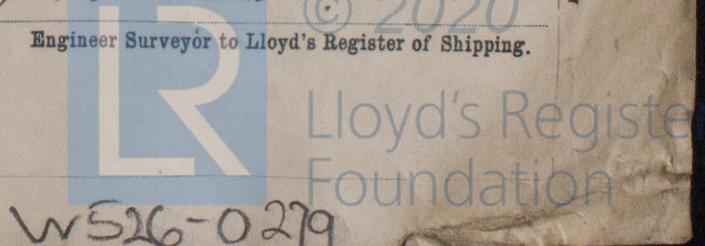
If the survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

Done:- Vessel placed on slipway. Examined propeller & outside fastenings. Examined boiler internally and externally with all mountings, doors and fastenings. Examined boiler under steam and adjusted safety valves as above.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as 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.C. 9,11, or L.M.C. 140 lb., F.D., &c.) as seen, is in efficient condition and eligible in my opinion to remain classed with fresh rules of B.S. 5, 36.

Fees applied for 18 MAY 1936 Received by me, W.S. Shields 19 MAY 1936

Committee's Minute LIVERPOOL dated B.S. 5.36



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

If a Certificate required? If so, to be sent to

