

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

(Received at London Office 6 AUG 1935)

Date of writing Report 3 Aug 1935 When handed in at Local Office 3 Aug 1935 Port of CARDIFF.
 No. in Reg. Book. Survey held at Cardiff Date, First Survey 31 July Last Survey 1 Aug 1935
 16460 on the Machinery of the Wood, Iron or Steel 3MST "WEXFORDIAN" (No. of Visits 3)
 Tonnage Gross 809 Vessel built at Paisley By whom J Fullerton & Co When 1912-12.
 Net 354 Engines made at Glasgow By whom Ross & Duncan When 1912.
 REG 99 Boilers, when made Main 1912 (Donkey) ✓
 Horse Power } Owners Wexford Steamships Co Ltd. Owners' Address
 No. of Main Boilers 2 Managers J. J. Stafford. (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers ✓ Port Wexford Voyage
 Steam Pressure in Main Boilers 170 If Surveyed Afloat or in Dry Dock Junction Rd
 in Donkey Boilers ✓ (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Reg. C.L.

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 ✓

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? no

" " Donkey " " ✓

If this was not done, state for what reasons? Boiler survey not due

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? 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? no

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 31 July 1935

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

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

Vessel placed in dry dock, propeller and outside fastenings examined. Screw shaft drawn in and examined and lower half of stern bush re-wooded. The screw shaft liner was found to be somewhat thin and it is recommended that this be renewed before the end of January 1937. It is considered to be efficient meanwhile.

General Observations, Opinion, and Recommendation:— The 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.&M.S. 9, 11, & L.M.C. 9, 11, or CS 3, 34, 140 lb., F.D., &c.)

is eligible, in my opinion, to remain as classed in the Register Book with fresh record T.S. C.L. 7.35, subject to screw shaft liner being renewed before the end of January 1937.

Survey Fee (per Section 29) £ : Fees applied for ✓ 19
 Special Damage or Repair Fee (if any) (per Section 29.) £ :
 Travelling expenses (if chargeable) £ : Received by me, 19

Committee's Minute

TUE. 13 AUG 1935

TUE. 7 APR 1936

Assigned

As now

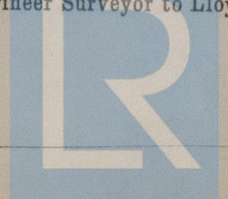
subject

58.35

WS'29-0199

T.D. Philston

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

Lugger to T.S. ^{type} being resumed
Before end of 1.37

Ann
12.8.35

S. 8.35



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