

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

(Received at London Office)

Date of writing Report April 14<sup>th</sup> 37. When handed in at Local Office Baleia. Port of Baleia.

No. in Reg. Book 19529. Survey held at Baleia. Date, First Survey 19.4.37. Last Survey 19.4.37. 1937.  
(No. of Visits 1.)

Tonnage { Gross 8632. Vessel built at St. Pauls By whom R. H. Jones & Co. When 1920-9.  
Net 5196 Engines made at St. Pauls By whom D. Swan & Co. When 1920/928.

Nominal Horse Power 1147. Boilers when made (Main) 1920. Owners' Address (Donkey)  
No. of Main Boilers 4. Owners J. J. Brocklebank & Co. Port Worship. Voyage ✓

No. of Donkey Boilers ✓ Managers J. J. Brocklebank & Co. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Main Boilers 200 ✓ Surveyed Afloat Lidapne No. 9.

in Donkey Boilers ✓

## Report No. Port Particulars of Examination and Repairs (if any) Boiler Repairs.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has made 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?

Was this done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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?

What is the 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 the 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 its being efficiently lubricated?

Has the shaft now been changed? If so, state reasons. Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of its being efficiently lubricated?

Has the shaft now fitted been previously used? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Is electric light and/or power fitted?

Engine parts, when referred to by numbers, should be counted from forward.

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

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned new rating.	Machinery and Boiler Surveys (including date of N.B. if any).
+100 H.		L.M.E. 12.32.
10.36.		H.E. 1.28.
		S.S. 10.36.
S.S. Q.L. No. 3. 2.33.		C.L. 5.35.

FITTED FOR OIL FUEL 9.20  
F.P. ABOVE 100° F.

See Lab. Rep. No. 9894 dated 11.12.36.)

Start after boiler - centre longitudinal seam a further two rivets found fractured - these have been made good by screwed rivets as before.

Fractured rivets - Sample of boiler water are being sent to town.

19.4.37. One rivet in port after boiler in the same ship has similarly been dealt with.)

General Observations, Opinion, and Recommendation: - The machinery of this vessel as far as has been in good condition is in my opinion to remain as classed without fresh repairs to be specially examined on vessel's return to the U.K. about 6.37.

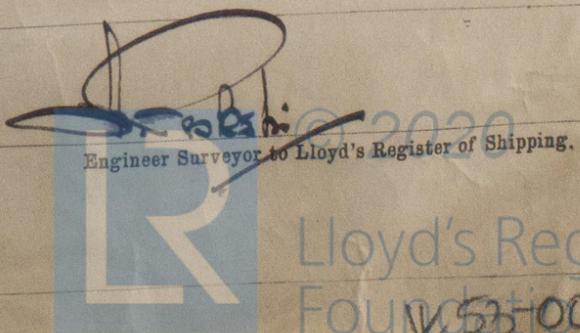
Survey Fee (per Section 29) 50/- Fees applied for 17-4-1937

Special Damage or Repair Fee (if any) ✓ Received by me, 19

Travelling expenses (if chargeable) ✓

Committee's Minute TUE 1 JUN 1937 TUE 13 JUL 1937

Assigned Repaired



10m.1236. - Transfer Ink. The Surveys are requested not to write on or across this page.

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