

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

(Received at London Office)

Date of writing Report April 14th 37. When handed in at Local Office Baletha. Port of Baletha.

No. in Reg. Book 9529. Survey held at on the Machinery of the ~~Wood~~ Steel

Tonnage Gross 8632. Net 5196 Vessel built at St. Johns

Nominal Horse Power 1147. Engines made at St. Johns

No. of Main Boilers 4. Boilers when made (Main) 1920. By whom D. P. Shaw & Co. Ltd. (Donkey)

No. of Donkey Boilers 200 Owners J. J. Dockelaude & Co. Owners' Address Lidapone No. 9.

When 1920-9. When 1920/1928.

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 new rating | Machinery and Boiler Surveys (including date of N.B. if any) |
|------------------------------|--|---------------------------|--|
| <u>+100 Hl.</u> | <u>10.36.</u> | <u>12.32.</u> | <u>L.M.E. 12.32.</u> |
| | | | <u>H.E. 1.28.</u> |
| | | | <u>S.S. 10.36.</u> |
| | | | <u>C.L. 5.35.</u> |

Fitted for oil fuel 9.20
F.P. ABOVE 150° F.

Report No.

Port

Particulars of Examination and Repairs (if any) Boiler Repairs.

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 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 damage report made by anyone else? If so, by whom?

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time?

Was not 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?

Latest date of internal examination of each boiler

Has the Surveyor examined the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

Has the Surveyor examined the drain plugs of the Main Boilers?

and of the Donkey Boiler?

Has the Surveyor examined 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 it 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 it 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

Complete.

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

State 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 Bureau.

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

(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, H.S. 9, 11, H.S.M.S. 9, 11, & L.M.C. 9, 11, or

ALMC 140 lb., F.D., &c.)

has been in good condition & is in my opinion to remain as classed without need for special repairs to be specially examined on vessel's return to the U.K. about 6.37.

Survey Fee (per Section 29) 50/-

Special Damage or Repair Fee (if any) 0/-

Travelling expenses (if chargeable) 0/-

Fees applied for 17-4-1937

Received by me, 19

Committee's Minute TUE 1 JUN 1937

TUE 13 JUL 1937

Assigned Superior

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

5310057