

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

24 MAY 1934

(Received at London Office)

Date of writing Report 22nd May 1934 When handed in at Local Office 23rd May 1934 Port of Swansea

No. in Reg. Book 35438 Survey held at Port-Talbot Date, First Survey 9th May Last Survey 22nd May 1934
(No. of Visits 3)

Tonnage Gross 3673 Net 2251 Vessel built at Stockton By whom Ropner & Sons Ltd. When 1910-4
(Donkey)

Nominal Horse Power 323 Engines made at - do - By whom - do - When 1910

No. of Main Boilers 2 Boilers, when made (Main) 1910 Owners' Address Port Stockton Voyage
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Owners Ropner Shipping Co Ltd Managers
 Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Port Talbot Docks
(State name of Dock.)

No. of Donkey Boilers in Donkey Boilers 1

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 to expiry	Machinery and Boiler Surveys (including date of N.B. if any).
+100 A1		+2MC 2-30
4-33		B.S. 3-33
6.S. Rot. 103. 2-33		T.S. 3-33
5.S. Mpl 102-30		C.L.

Last Report No. Port

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

(Periodical Surveys, when held, must be reported in detail and scrutiny 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? yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

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 Stand 9-5-34 Port 16-5-34

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 180 lbs

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? yes and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? yes and of the Donkey Boiler? ✓

Has screw 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 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 ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 9/32"

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

Now done:- Vessel placed in dry dock, Propeller, stern bush and sea connection fastenings examined.

Examined Main boilers internally and externally with their safety Valves doors & mountings.

Port boiler Two c.c. screwed stays renewed & one tube stopper 1 1/2" rod fitted to stay tube

Stand " Stand furnace jacked up and Two c.c. screwed stays renewed.

The Centre furnace of this boiler was jacked up during the time this vessel was laid up now examined & found satisfactory.

The Main boiler safety Valves adjusted under steam to the pressure stated above.

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, or L.M.C. 9,11, 140 lb., F.D., &c.)

is eligible in my opinion to remain as classed and I have record of B.S. 5-34.

Survey Fee (per Section 29) B.S. £ 3 : 0 : 0 Fees applied for May 23rd 1934

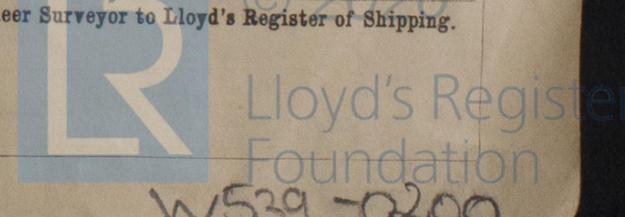
Special Damage or Repair Fee (if any) (per Section 29.) £ :

Travelling expenses (if chargeable) £ : 6 : 0 Received by me 30-5-34

Committee's Minute TUE 29 MAY 1934

Signed MD 5-34

Hauish Westatou
 Engineer Surveyor to Lloyd's Register of Shipping.



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

BS duu 3.34 held.
Two Lamas failed.

It is submitted that
this vessel is eligible for
THE RECORD BS 5:34.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

LJ
28/1/34.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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