

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

(Received at London Office)

28 APR 1936

Date of writing Report 3<sup>rd</sup> April 1936 When handed in at Local OfficePort of PORT NATALNo. in Survey held at PORT NATALDate, First Survey 30<sup>th</sup> March Last Survey 2<sup>nd</sup> April 193620585 on the Machinery of the Steel Twin S.S. "ARMADALE CASTLE" (No. of visits 2)Tonnage (Gross 12919  
Net 7278)Vessel built at GlasgowBy whom Fairfield Co. LtdWhen 1903-11Nominal Power 2212Boilers, when made (Main) 1903(Donkey) -When 1903of Main Boilers 10Owners The Union-Castle Mail S.S. Owners

(if not already recorded in Appendix to Register Book.)

of Donkey Boilers -

Managers

Port LondonVoyage SouthamptonMain Pressure 220 lbsIf Surveyed Afloat or in Dry Dock yes

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER  
of Special Survey  
Date of last Survey and of  
Periodical Surveys.Years  
assigned  
to the  
survey.Machinery and Boiler  
Surveys  
(including date of N.B., if any).+100.A.I.+L.M.C. 2.30 6.344.35B.S. 6.34S.S. 30N°3-11.31S. 4.35. C.Lst Report No. 16120 Port South  
Particulars of Examination and Repairs (if any) Boiler Repairs

Medical Surveys, when held, must be reported in detail and seriation 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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? ✓

" " " " " " " " " " " "

If this 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? ✓What is the latest date of internal examination of each boiler? ✓Present condition of funnel(s) ✓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 it being efficiently lubricated? ✓Has the shaft now been changed? 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? ✓What is the 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 ✓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.

It was reported that the fore. end plate of No. 9 Boiler was leaking and on examination it was found that the fore. end plate, in the middle of the Centre furnace, where flanged to the shell, was cracked circumferentially for about 1'-6".

It was recommended that the metal in way of the crack be cut out and the space built up by electric welding.

This repair was efficiently carried out, and on completion was examined under steam and found satisfactory.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible in my opinion to remain as classed, without fresh record of survey.

Survey Fee (per Section 29) £ 6 : 6 : 0Special Damage or Repair Fee (if any) (per Section 29.) £ 2 : 6Travelling expenses (if chargeable) £ 2 : 6Committee's Minute FRI 8 MAY 1936Assigned Deferred forNo. 1

FRI 6 NOV 1936

Fees applied for 1/4/1936Received by me, C. H. H. B. G.

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W542-0065



Frame end plate of one boiler  
made good when working at flange.

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

LH  
17/5/36



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