

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

(Received at London Office)

Date of writing Report 10 When handed in at Local Office 10 Port of TAYLOR
 No. in Reg. Book. 65635 Survey held at on the Machinery of the Wood, Iron or Steel Date, First Survey Apr 13 Last Survey Apr 16 1937
 (No. of Visits 3)

Tonnage Gross 204 Vessel built at Sackhampton By whom Wm. Summers & Co. Ltd. When 1914
 Net 83 Engines made at do By whom do When do
 Nominal Horse Power 37 R.P. Boilers, when made (Main) 1914 (Donkey) ✓
 No. of Main Boilers 1 Owners E.K. Taylor Owners' Address (If not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers ✓ Managers do Port London Voyage do
 Steam Pressure in Main Boilers 120 lb. If Surveyed Afloat or in Dry Dock in Crew's Ship
 in Donkey Boilers ✓ (State name of Dock.)

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

CHARACTER: 100 FT 12.36. 12.35.
 Date of last Survey and of Periodical Surveys: 17. Dec. No. 3-137 18. Dec. No. 2-35. 11.34.

Last Report No. Port

Particulars of Examination and Repairs (if any)

(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 yes not required

Was a damage report made by anyone else? If so, by whom? no

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? not due for survey.

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 ✓

Present condition of funnel(s) efficient

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 16/4/37

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Good

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 for damage to propeller - particulars not given.

Kind placed in shipway propeller, screw shaft, stern tube bush and outside fastenings examined.

2 blades of propeller broken off.

Screw shaft tested in lathe and found true.

Repairs:- new cast iron propeller fitted.
stern tube bush renewed.

General Observations, Opinion, and Recommendation:-

(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, R.&M.S. 9.11, & L.M.C. 9.11, or CS 3.34, 140 lb., F.D., &c.)

The machinery of this vessel, as now run, is in an efficient condition and eligible, in my opinion, to remain as classed with fresh Record of Cl. 4.37.

Survey Fee (per Section 29) £ 1 : 1
 Special Damage or Repair Fee (if any) (per Section 29) £ 1 : 1
 Travelling expenses (if chargeable) £ 10 : 6

Fees applied for

19

Received by me,

19

Committee's Minute

Assigned

FRI 14 MAY 1937

As now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation