

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

(Received at London Office

29 NOV 1935

Date of writing Report 20. 11. 1935 When handed in at Local Office 20. 11. 1935 Port of MIDDLESBROUGH  
 No. in Reg. Book 31619 Survey held at MIDDLESBROUGH Date, First Survey 18. 9. 35 Last Survey 20. 11. 1935  
on the Machinery of the Wood, Iron or Steel sc. "PEMBROKE SHIRE" (No. of Visits 10)  
 Tonnage Gross 7808 Vessel built at Belfast By whom Workman Clark & Co When 1915. 4  
 Net 4896 Engines made at do. By whom do. When 1915  
 Nominal Horse Power 735 Boilers, when made (Main) 1915. (Donkey) —  
 No. of Main Boilers 4 Owners Glen Line Ltd. Owners' Address Port Belfast Voyage Japan  
 No. of Donkey Boilers 2 Managers — (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 215 lbs. Surveyed Afloat or in Dry Dock Buoy, Dents loko Smith, & Co. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers —

Last Report No. PortParticulars of Examination and Repairs (if any) Part M.S.

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

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?

And what parts of the Boilers could not be thus thoroughly examined?

So 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

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?

Is 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? No.Is shaft now been changed? — If so, state reasons —Is 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 1 1/4"

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

To complete the survey the independent feed pump and ballast pump to be examined. No definite arrangements have been made as to completion owing to the vessel having been sold.

Now Done. The cylinders, pistons, slide valves, cranks, thrust and tunnel shafting, main engine pumps, circulating pump and pumping arrangement, Condenser, steam pipes and machinery generally examined and put in good order.

The steering and windlass engine, examined and put in good order. The propeller, end of stern bush and the sea connections and their fastenings examined and found in good order.

16 condenser tubes and about 200 fernules renewed and condenser tested with satisfactory results.

## General Observations, Opinion, and Recommendation:—

The machinery of this vessel is

(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., E.D., &c.)

is in good working condition and eligible, in my opinion, to remain as classed and to have fresh record + L.M.C. — M.S. 11.35 on completion of the survey.

Survey Fee (per Section 29)

M.S. 9.0.0

Fees applied for

28. 11. 1935

Special Damage or Repair Fee (if any)

£

Received by me,

20. 12. 1935

Travelling expenses (if chargeable)

£

23/12

Committee's Minutes

10 DEC 1935

FRI. 27 MAR 1936

Signed

Deferred

FRI. 29 MAY 1936

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W568-0276



SS No. 2 due 4.35 partly held.  
No arrangements made for completion.  
Some condenser tubes & ferrules renewed.

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.

11.12.35 submitted at the  
usual 11.11.35 BE eligible  
for the record. + LMC-MS 11.35-  
when the independent feed &  
ballast pumps & the electrical  
equipment have been exam'd.

The Surveyor should be  
requested to state if the  
last item has been  
dealt with.  
Mo 11/12/35  
L.Y.  
9/12/35

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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