

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

(Received at London Office

7 NOV 1933

Date of writing Report 6th November 1933 When handed in at Local Office 6th November 1933 Port of Plymouth

No. in Reg. Book. 33034 Survey held at Plymouth Date, First Survey 24th October Last Survey 6th November 1933 (No. of Visits 2)

on the Machinery of the ~~Wood Iron~~ Steel 1/2 Pipiriki

Tonnage { Gross 6504
Net 4276

Vessel built at Stensburg By whom Stensburgs Schiffst. Ges. When 1914.

Nominal Horse Power { 736

Engines made at Stensburg By whom Stensburgs Schiffst. Ges. When 1914

No. of Main Boilers 4.

Boilers, when made (Main) 1914. (Donkey)

No. of Donkey Boilers

Owners Federal Steam Nav. Co. Ltd Owners' Address

Steam Pressure in Main Boilers 205 lb.

Managers Port London Voyage

in Donkey Boilers

If Surveyed Afloat or in Dry Dock Afloat: Taylor Port River Sal.
(State name of Dock.)

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 since last survey expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A.1. Shelter dk with fuelboard 7.30</u>		<u>L.M.C. 3.27.</u>
<u>ss Ben N°3-3.27</u>		<u>BS. 7.30 TS.C.L. 11.28.</u>
UNDERTAKING CASE.		

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Gen. Exam.

(Periodical Surveys, when held, must be reported in detail and serially 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? Yes

Do. " Donkey " " "

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 24th October 1933

Did the Surveyor examine the Safety Valves of the Main Boiler? no 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? Yes, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? none fitted, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? no, 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? no

Has 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?

State date of examination of Screw Shaft State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft 1/8

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 General Examination complete.

how done:- Examined the main and auxiliary machinery with pumping arrangements under working conditions and found same satisfactory. Examined boilers internally and externally and later examined same under full boiler pressure and found satisfactory. Opportunity was taken for examining the propeller and outer end of screw shaft: pt stern bush and found satisfactory, the wear down of the screw shaft being found as stated above.

General Observations, Opinion, and Recommendation: The machinery parts now seen are in good and efficient condition and eligible, in my opinion, to be retained as classed without fresh record of survey, for the proposed voyage from United Kingdom to Italian port for breaking up.

(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.)

Survey Fee (per Section 29) Gen Exam. £ 3 : 0 : 0. Fees applied for 25th Oct 1933
Special Damage or Repair Fee (if any) (per Section 29.) £ : :
Travelling expenses (if chargeable) £ : :

Received by me 4/11/33

G. Clark-Klaus
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 10 NOV 1933

FRI. 2 FEB 1934

Assigned Deferred

UNDERTAKING CASE.



W569-0237

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

Is a Certificate required? If so, to be sent to

Proceeding *Italy* for demolition

Business & Doilers examined

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.

*Generally & found satisfactory
for the voyage.*

*Submitted action be
deferred.*

GA

8/11/33

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation