

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 Palmouth

No. in Reg. Book. 33034 Survey held at Palmouth

Date, First Survey 24th October Last Survey 6th November 1933

(No. of Visits 2)

on the Machinery of the ~~Wood Iron or~~ Steel %s 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

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

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 assigned now 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.

Survey Fee (per Section 29) Gen Exam. £3 : 0 : 0.
Special Damage or Repair Fee (if any) (per Section 29.) £ :
Travelling expenses (if chargeable) £ :

Fees applied for 25th Oct 1933
Received by me 4/11/33

G. Blackhaus.

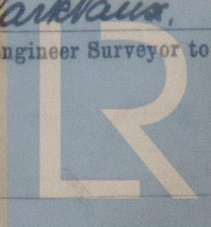
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 10 NOV 1933

FRI. 2 FEB 1934

Assigned Deferred

UNDERTAKING CASE.



Lloyd's Register Foundation

W569-0237

Proceeding *Italy* for demolition

Business & Doiken 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.*

SA

8/11/33.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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