Rpt. 9.

No. 18142

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

(Received at London Office 1 APR 1932)

Date of writing Report 29th March 1932. When handed in at Local Office 30-3- 1932 Port of Antwerp.

No. in Reg. Book. 31702. Survey held at Antwerp. Date, First Survey 17th March Last Survey 26th March 1932 (No. of Visits 4.)

on the Machinery of the ~~Wood, Iron or~~ Steel S/S "PRAHSU."

Tonnage { Gross 3791. Net 2305.

Nominal Horse Power { 528.

No. of Main Boilers 3.

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 205.

in Donkey Boilers ✓

Vessel built at Belfast. By whom Harland & Wolff. Ld. When 1907-6.

Engines made at do. By whom do do When 1907.

Boilers, when made (Main) 1907. (Donkey) none.

Owners Anglo-Maritime Shpg Co. Ld. Owners' Address ✓ (if not already recorded in Appendix to Register Book)

Managers ✓ Port Liverpool Voyage Alexandria.

If Surveyed Afloat or in Dry Dock City dry dock. (State name of Dock.)

Last Report No. Port

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)
+100 A.1. Shelter dk. with freeboard 4.30		+L.M.C. 2.29.
ss. Liv. No 3 - 1.20.		B.S. 4.30.
ss. Shl. No 2 - 29.		T.S.S. 28 (C.L.)

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

Particulars of Examination and Repairs (if any) Compd. B.S. & T.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. H- 7.3.32.

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? No.

Do. " Donkey " none.

If this was not done, state for what reasons? B.S. already held at Plymouth. Please see London letter H- 7.3.32.

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? 205 lbs.

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. C. boiler only, 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? ✓

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 the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 1/4" B.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

The propeller fastenings under water fittings examd. & 2 gratings renewed.
For the B.S.:- Centre boiler - The bottom manholes & doors repaired by welding, refitted & examd. in place, & the safety valves of all boilers adjusted under steam to 205 lbs per □" & the washers noted.
Condition Good.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in good condition & eligible in my opinion to remain as classed with fresh record of B.S. & the date recommended by the Plymouth report. Also to have notation of T.S. examd. 3.32.

(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.)

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

Survey Fee Compd. B.S., T.S. & repairs Francs 1400.- Fees applied for 29-3- 1932

Special Damage or Repair Fee (if any) £ : :
(per Section 29.)

Travelling expenses (if chargeable) £ : 53.- Received by me 12/4/32

TUE. 12 APR 1932.

H. L. Pilditch.
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 30 DEC 1932
TUE. 7 FEB 1933

Committee's Minute Deferred

Assigned BJ 2.32

W575-0131

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