

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

(Received at London Office

21 MAY 1932

Date of writing Report 19th May 1932. When handed in at Local Office 19th May 1932. Port of Bordeaux.

No. in Reg. Book 29844. Survey held at Bordeaux. Date, First Survey and Last Survey 16th May 1932. (No. of Visits)

on the Machinery of the Wood, Iron or Steel S. "NORMA"

Tonnage Gross 4803. Net 3053. Vessel built at W. Harlepool. By whom Furness Withy & Co. Ltd. When 1903. Fms.

Nominal Horse Power 452. Engines made at do. By whom Richardson, Westgarth & Co. Ltd. When 1903.

No. of Main Boilers 253. Boilers, when made (Main) 1903. (Donkey)

No. of Donkey Boilers 1. Owners Soc. Anon. di. Nav. Maros & Martindale. Owners' Address Port Lussac Voyage Hamburg.

Steam Pressure in Main Boilers 200 lb. Managers

in Donkey Boilers

Is Surveyed Afloat or in Dry Dock Basens. (State name of Dock.)

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

| CHARACTER. | Years assigned now expired. | Machinery and Boiler Surveys (including date of N.B., if any) |
|--|-----------------------------|---|
| * for Special Survey. | | |
| Date of last Survey and of Periodical Surveys. | | |
| +100 A.I. 10.31. | | +L.M.C. 1.30. |
| S.S. TRI. 2ND NO3. | | B.S. 1.31. |
| 1.30. | | CL. 6.29. |
| 2 DKS (STL.) & deep framing. | | |

Last Report No. 3295 Port Nap.

Particulars of Examination and Repairs (if any) Part B.S.

(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? ✓

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? ✓

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? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓

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? ✓

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

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 Safety Valves of both boilers require to be adjusted under steam and the Starboard boiler to be repaired as below: ✓

Now done:-

Starboard main boiler examined internally and externally with its Safety Valves, doors and mountings. A number of cracks were noted at the edges of the back tube plate landings to furnaces particularly at the upper part in the port combustion chamber: the tubes plates were found heavily scaled and thin and a number were fitted with stoppers: the heating surfaces were dirty and could not be thoroughly examined.

To avoid delaying the vessel it was recommended that the following repairs be carried out before the end of June 1932 and it was stated that these recommendations will be dealt with in Italy. (P.T.O.)

General Observations, Opinion, and Recommendation:- The boilers of this vessel as far as now seen are in safe working condition and, in my opinion, are eligible to remain as claimed and to have fresh record of B.S. 2.32 when the Survey has been completed as above subject to the Starboard boiler being repaired as recommended before the end of June 1932.

Survey Fee (per Section 29) £250. Fees applied for 19

Holiday Attendance fee £260. Received by me, 19

Special Damage or Repair Fee (if any) £65.

Travelling expenses (if chargeable)

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 31 MAY 1932

TUE. 5 JUL 1932

Assigned

Deferred for Comp. B.S. &c

Deferred

Lloyd's Register Foundation

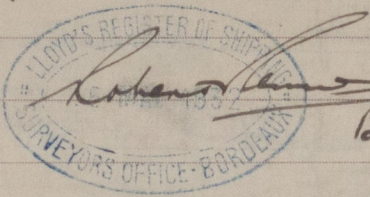
WS78-0096

Starboard main boiler:- Defective tubes to renew, back tube plate landings to furnaces in combustion chambers to build up by the electric welding process as necessary and all heating surfaces to scale and clean for re-examination before the end of June 1932.

Certificate of Registro Italiano endorsed as follows:-

Starboard main boiler examined internally and externally with its safety valves, doors and mountings. Recommended Starboard main boiler:- Defective tubes to renew, back tube plate landings to furnaces in combustion chambers to build up by the electric welding process as necessary and all heating surfaces to scale and clean for re-examination before the end of June 1932. Vessel eligible to remain as classed and to have fresh record of B.S. 232 when the safety valves of both boilers have been adjusted under steam and the starboard boiler has been repaired as above.

Per conto del Registro Italiano.



Bordeaux
16th May 1932.

Duplicate of this Report form, per ship in duplicate and copies of letter 4a in duplicate forwarded herewith.