

Rpt. 9.

No. 1982

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

(Received at London Office 20 OCT 1930)

Date of writing Report 30<sup>th</sup> Sept. 1930. When handed in at Local Office 19 Port of PORT NATAL

No. in Reg. Book. Survey held at PORT NATAL Date, First Survey 27<sup>th</sup> Aug. Last Survey 19<sup>th</sup> Sept. 1930. (No. of Visits 4)

73708 on the Machinery of the ~~Steel~~ SC. S. "HUNTRESS"

Tonnage { Gross 4997  
Net 3135 Vessel built at Newcastle By whom Northumbrian S.B. & F. When 1914-4.

Nominal Horse Power { 586 Engines made at Stockton By whom Blair & Co. When 1914

No. of Main Boilers 3 Boilers, when made (Main) 1914 (Donkey) -

No. of Donkey Boilers - Owners Union Port of South Africa Owners' Address (if not already recorded in Appendix to Register Book).

Steam Pressure in Main Boilers 200 lb. Managers Railways & Harbours Administration Port Cape Town Voyage ✓

in Donkey Boilers - If Surveyed Afloat or in Dry Dock Yes. (State name of Dock.)

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

Last Report No. Port Docking

Particulars of Examination and Repairs (if any) B.S. & T.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? 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lb. ✓

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 Boiler? ✓

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? Yes, 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 vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/8"

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

The Vessel was placed in a dry-dock, propeller and sea-connections fastenings examined.

The Screw shaft was drawn inboard, examined and found in good condition.

All the boilers were examined internally and externally, their mountings were examined and safety valves adjusted under steam to the above pressure.

General Observations, Opinion, and Recommendation:— The machinery of this Vessel (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, S.S. 9.11, B.&M.S. 9.11, or L.M.C. 9.11, 140 lb., &c.)

is eligible in my opinion to remain as classed, with record of B.S. 9.30, and date of examination of Tail shaft 9.30.

Survey Fee (per Section 25) B.S. & T.S. £13.13.0 Fees applied for 1/10/1930

Special Damage or Repair Fee (if any) (per Section 25.) £ Received by me, 19

Travelling Expenses (if chargeable) £1.10.6

Committee's Minute FRI. 24 OCT 1930

Assigned Deferred FRI. 5 DEC 1930

19.30 B.S. 9.30

W582-0266

Lloyd's Register Foundation



Sh. No. 1 due 7.30 - No attempts  
status.


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.

B.S. due 7.30 Held.

Docking. T.S. drawn.

It is submitted that  
this vessel is eligible for  
THE RECORD.

B.S. 9.30

S. 9.30.   
24/10/30

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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