

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

(Received at London Office)

27 JUN 1934

Date of writing Report 25/6/1934

When handed in at Local Office

25/6/1934

Port of CARDIFF.

No. in Reg. Book. Survey held at Cardiff &amp; Penarth

Date, First Survey

22<sup>nd</sup> June

Last Survey

23<sup>rd</sup> June 1934

(No. of Visits 2)

25896 on the Machinery of the ~~Wood~~ ~~Iron~~ or Steel SC FLORA

Tonnage Gross 3122

Net 1875

Vessel built at Sunderland

By whom Thompson Sons Ltd

When 1918-19

Nominal Horse Power 430

Engines made at do

By whom N.E. Mar Eng Co Ltd

When 1918

No. of Main Boilers 358

Boilers, when made (Main) 1918

(Donkey) ✓

No. of Donkey Boilers ✓

Steam Pressure—

180

Owners Cia Nav Vascongasa

Owners' Address

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

Port Bilbao

Voyage

in Donkey Boilers ✓

If Surveyed Afloat or in Dry Dock at Penarth

(State name of Dock.)

Last Report No. 8405 Port 1360

## Particulars of Examination and Repairs (if any) REPAIR.

(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.)

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

If this was not done, state for what reasons? Boilers not due for Survey

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? ✓

, 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? 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 vite or bearing metal of stern bush and top of after bearing of screw shaft

Not seen. Vessel afloat

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

Complete.

Now Done ÷ A new cast iron steam auxiliary valve chest, fitted with new brass valve, seat, and spindle, supplied by Messrs Bailey Grahame & Co Ltd examined and tested by hydraulic pressure to 360 lbs per sq inch. Afterwards examined under steam fitted on Starboard boiler and found satisfactory. For identification purposes the chest has been stamped "Lloyds test 360 lbs. 22-6-34 RR."

## General Observations, Opinion, and Recommendation:— The machinery of this vessel, so

(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. 2, 11, E.&M.S. 2, 11, or L.M.C. 2, 11, 110 lb., F.D., &c.)

far as now seen, is eligible, in my opinion, to remain as classed without fresh record.

Survey Fee (per Section 29)..... £

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

Travelling expenses (if chargeable)..... £

Fees applied for

✓ 19

Received by me,

19

Committee's Minute

TUE. 3 JUL '34

Assigned

As now

Robert Rae

Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

WS'89-0141

It is submitted that  
this vessel is eligible to  
remain as OBLASSED

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.

9574  
27/34

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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