

Report of Survey for Repairs, &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. 25896 Survey held at Cardiff & Penarth Date, First Survey 22nd June Last Survey 23rd June 1934
 on the Machinery of the ~~Wood, Iron or Steel~~ SC FLORA (No. of Visits 2)
 Tonnage Gross 3122 Vessel built at Sunderland By whom Thompson Sons Ltd When 1918-7
 Net 1875 Engines made at do By whom N.E. Mar Eng Co Ltd When 1918
 Nominal Horse Power 430 Boilers, when made (Main) 1918 (Donkey)
 No. of Main Boilers 3SB Owners Cia Nav Vascongasa Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers Managers Port Bilbao Voyage
 Steam Pressure in Main Boilers 180
 in Donkey Boilers 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 summarized 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.

How Done - A new cast iron steam auxiliary valve chest, fitted with new brass valve, seat, and spindle, supplied by Messrs Bailey Grahame Ho 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."

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.	Year assigned new survey required.	Machinery and Boiler Surveys (including date of N.B.S. surveys)
<u>+100 A.1</u>		<u>+ L.M.C.</u>
<u>1'34</u>		<u>M.S. 1'34</u>
<u>S.S. Bbo N°3-9'29</u>		<u>B.S. 9'33</u>
<u>S.S. Bbo No. 1-24.</u>		<u>T.S. 2'33 CH</u>

Cargo battens not fitted.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen, is eligible, in my opinion, to remain as classed without fresh record.

Survey Fee (per Section 29) £ : : Fees applied for 19
 Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19
 Travelling expenses (if chargeable) £ : :

Committee's Minute As now **JUL 3 1934**
 Assigned As now
 Robert Rae
 Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation
 WS'89-0141

It is submitted that
this vessel is eligible to
remain as **CLASSED**

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.

957A

27/34

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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