

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

(Received at London Office 19 SEP 1933)

Date of writing Report 16<sup>th</sup> Sept 1933 When handed in at Local Office 18<sup>th</sup> Sept. 1933. Port of BRISTOL.No. in Reg. Book. Survey held at AVONMOUTH. Date, First Survey 15<sup>th</sup> Sept Last Survey 15<sup>th</sup> Sept 1933  
32861. on the Machinery of the ~~Wood, Iron or Steel~~ "PENTRENT" (No. of Visits 1.)

Tonnage { Gross 3596.  
Net 2271. Vessel built at Belfast. By whom Workman, Black & Co. Ltd. When 1910-2.  
Engines made at -do- By whom -do- When 1910.  
Nominal Horse Power 301. Boilers, when made (Main) 1910. (Donkey)  
No. of Main Boilers 3 SA. Owners Pentwyn & S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers 1. Managers Lambert, Barnett & Co. Port London. Voyage  
Steam Pressure in Main Boilers 200. If Surveyed Afloat or in Dry Dock Avonmouth 24 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
in Donkey Boilers

Last Report No. Port

## Particulars of Examination and Repairs (if any) General Exam.

(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? General examination under steam.

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?

State latest date of internal examination of each boiler

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? 200 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?

, 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 date of examination of Screw Shaft 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 Not seen

Boilers examined under steam & Safety Valves adjusted to 200 lbs and found satisfactory.  
Machinery examined generally & found in order.

## 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, B.S. 9, 11, B.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

so far as now seen is eligible to remain as classed without fresh Record of Survey, subject to vessel proceeding proceeding direct to an Italian Port.

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

Committee's Minute

TUE. 3 OCT 1933

Assigned

TUE. 6 MAR 1934

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
W5907071



Proceeding to Italy for Revolution  
of June 6 33.

Boilers examined under

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.

Steam.

Submitted action  
be deferred.

957

24/9/33.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation