

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

19 MAR 1932

(Received at London Office)

Date of writing Report 15 MAR 1932 When handed in at Local Office 15 MAR 1932 Port of London

No. in Reg. Book. 20795 Survey held at London Date, First Survey 12-3-32 Last Survey 19 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel SS. Ferndale

Tonnage { Gross 9947 Vessel built at Sydney By whom Commonwealth Dockyard When 1924 '10
Net 5664 Engines made at By whom Australian Commonwealth Shipping Board When 1924

Nominal Horse Power 1205 Boilers, when made (Main) 1924 (Donkey)

No. of Main Boilers 653 Owners White Star Line Owners' Address Geo Thompson & Co. Ltd. (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 220 Managers Port LONDON Voyage

Steam Pressure in Main Boilers 220 If Surveyed Afloat X in Dry Dock K. G. DK (State name of Dock.)

in Donkey Boilers ✓

Last Report No. PortParticulars of Examination and Repairs (if any) 2. Skp.

(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? ✓

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? ✓

, 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? ✓ 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 P. 3/32 5/8

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

Vessel placed in dry dock propeller outside fastenings & sea connections examined

A small crack was observed in one of the Starboard propeller blades this, in my opinion does not affect the efficiency of the propeller.

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

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

Committee's Minute

Assigned

WED. 30 MAR 1932

FRI. 1 JUL 1932

Charles Hunter.
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

Insert Character of Ship and Machinery precisely as in the Register Book.

SCREW SHAFTS FITTED WITH JOINTED G.L.

Is a Certificate required? If so, to be sent to

It is submitted that
this vessel is eligible to
remain as OLASSED.

Subject -

Starboard screw shaft being examined
at joint of liners before 9.32 and
port screw shaft examined at
joint of liners before 6.33.)

J.H.
12/3/32.

SCREW SHAFTS FITTED
WITH JOINTED C.L.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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