

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

(Received at London Office)

1 FEB 1930

Date of writing Report

31st January 30

When handed in at Local Office

1 FEB 1930

Port of London

No. in

Survey held at

London

Date First Survey

29th January

Last Survey

31st January 30

Reg. Book

No. of Visits

2/

Tonnage

Gross

Net

Nominal

Horse Power

No. of Main Boilers

2 SB

No. of Donkey Boilers

180 W

Steam Pressure

in Main Boilers

in Donkey Boilers

Kessel built at

Ytton

Engines made at

Ytton

Boilers, when made (Main)

Owners

General Sm. Nav. Co. Ltd.

Managers

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

Lor

By whom

Aulsa S.B. Co. Ltd.

By whom

Aulsa S.B. Co. Ltd.

(Donkey)

When

19/4

When

19/4

Owners' Address

(if not already in Register Book)

Port London

Voyage

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.	Years assigned expired	Machinery and Boiler Surveys (including date of N.B., if any)
+100 AL. SHELTER DK. WITH FREEBOARD. 7.29.		+LMC. MS. 1.27. BS. 12.28.
SS. LON. No. 3-3.27.		TS (CL) N 7.29

Last Report No. 94701 Port

Particulars of Examination and Repairs (if any)

BS.

(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?

YES. PORT ONLY.

o.

If was not done, state for what reasons?

Starboard Main Boiler already examined. [See London Report No. 94701.]

What parts of the Boilers could not be thus thoroughly examined?

✓

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. PORT ONLY.

To what pressure were they afterwards adjusted under steam?

180 lbs per sq.

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?

YES. PORT ONLY.

, and of the Donkey Boiler?

✓

Screw shaft now been drawn and examined?

No.

Is it fitted with continuous liner?

✓

Is an approved appliance fitted at the after end of

✓

shaft now been changed?

✓

If so, state reasons

✓

the shaft now fitted been previously used?

✓

Has it a continuous liner?

✓

Is an approved appliance fitted at the after end of

✓

the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Vessel Afloat. Complete

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

The Port Main Boiler & Mountings examined internally & externally.

The Safety Valves of all Main Boilers adjusted as stated.

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. 9.21, B.S. 11, or S.L.C. 11.

as previously recommended

[See London Report No. 94701.]

at a fresh Record of BS 1.30.

Survey Fee (per Section 23)

£

Fees applied for

19

Special Damage or Repair Fee (if any)

£

Received by me,

19

Travelling expenses (if chargeable)

£

Committee's Minute

THE 11 FEB. 1930

Assigned

BS 1.30

Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register
Foundation

WS93-0120

BS due 12.29. Party held 1.30

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.

Now completed

It is submitted that
this vessel is eligible for
THE RECORD. BS. 130

YRm

9.2.20

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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