

WRECK BOX
No. 65 Bottom

No. 21, 191

Rpt. 9

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

3 JAN 1930

(Received at London Office)

Date of writing Report _____ When handed in at Local Office 2. 1. 1930 Port of Barry

No. in Reg. Book. 36101 Survey held at Barry Date, First Survey 30. 12. 29 Last Survey 31. 12. 1929
(No. of Visits 2)

36101 on the Machinery of the Wood, Iron or Steel OK The Forester

Tonnage { Gross 191 Vessel built at Chepstow By whom S. Finch & Co Ltd When 1910. - 10
Net 79 Engines made at Gloster By whom W. Sisson & Co Ltd When 1910

Nominal Horse Power { 28 RHP Boilers, when made (Main) 1910 (Donkey)

No. of Main Boilers 1 Owners Alfred B. Wade Owners' Address _____
(if not already reported in Appendix to Register Book).

No. of Donkey Boilers _____ Managers _____ Port Cardiff Voyage _____

Steam Pressure in Main Boilers 120 lb D If Surveyed Afloat or in Dry Dock Barry Dock
(State name of Dock.)

in Donkey Boilers

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 48432 Port Cardiff

Particulars of Examination and Repairs (if any) See BS.

(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? YES

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? YES To what pressure were they afterwards adjusted under steam? Not adjusted

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? YES , and of the Donkey Boiler?

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 , 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?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? To complete BS the safety valves require to be adjusted under steam. The Trip is stated that this should be done at the first available opportunity.

NOW DONE: The main boiler with its mountings opened out & examined & found to be in safe working condition.
Repairs: Several rivets in port CC built up by electric welding & other minor repairs effected.

General Observations, Opinion, and Recommendation: The machinery of the vessel is
(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, 14 & 15, F.D., &c.)
My opinion is to remain as now classed. To have fresh record of BS 12.29 on completion of the survey.

Survey Fee (per Section 29) £ 20.00 Fees applied for 2. 1. 1930
Special Damage or Repair Fee (if any) £ : :
(per Section 28.)
Travelling Expenses (if chargeable) £ : :
Received by me, [Signature] 4. 4. 1930
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute / TUE. 12 JAN 1930 TUE. 11 FEB 1930
Deferred FRI. 14 MAR 1930

Assigned _____



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

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