

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

No. 96609.

(Received at London Office 1 FEB 1930)

Date of writing Report 19 When handed in at Local Office 28 JAN 1930 Port of LIVERPOOL

No. in Reg. Book. Survey held at Booterhead Date, First Survey 20th Jan Last Survey 25th Jan 1930.

38395 on the Machinery of the Wood, Iron or Steel SC. "WHEAT PLAIN" (No. of Visits 6)

Tonnage { Gross 523 Vessel built at Bideford By whom Namur S. B. Ship Rep. & Co. Ltd. When 1924-3.

Net 199 Engines made at Coathbridge By whom W. Beadmore & Co. Ltd. When 1924

Nominal Horse Power 99 HP Boilers, when made (Main) 1924 (Donkey) 1924

No. of Main Boilers 158 Owners Spiller Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Cardiff Voyage

Steam Pressure in Main Boilers 130 lb. Surveyed Afloat or in Dry Dock Cannell Ltd. & Co. Cardiff

in Donkey Boilers 100 lb. (State name of Dock.) + West Float.

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

Last Report No. Port

Particulars of Examination and Repairs (if any) OK. + 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 " " " " " Yes.

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? 135 lb.

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam? Not yet adjusted.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers? Yes.

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler? None fitted.

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler? Yes.

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? Yes If so, state reasons Yes

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Gland not removed.

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

the donkey boiler tubes to be renewed and its safety valves to be adjusted under steam. It is stated that this will be done at the first opportunity.

Now done: Main and donkey boilers examined internally + externally with their safety valves, doors and mountings.

4 cc stays renewed and lower manholes built up and doors made a good fit in the main boilers.

The donkey boiler tubes found badly wasted and it has been arranged for the tubes to be renewed at the first opportunity in the meantime the D.B. not to be used.

Main boiler and steam pipes examined under steam and safety valves adjusted as above.

Vessel placed in dry dock propeller and outside fastenings examined and found in good order. Wear down not taken - gland not removed.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as seen
(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.)

is eligible in my opinion to remain as classed with full record of BS 1, 30 when the survey has been completed as above subject to D.B. not being used until tubes renewed.

Survey Fee (per Section 28) BS £ 3 : - : -

Special Damage or Repair Fee (if any) (per Section 28.) £ : : :

Travelling expenses (if chargeable) £ : : :

Fees applied for

31 JAN 1930

Received by me,

13.2.30

Committee's Minute

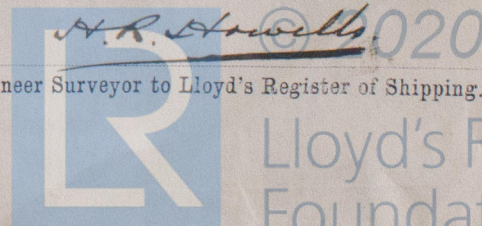
Assigned

Note at B.S.

As now.

BS 1.30 subject.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W598-0057

B.S. due 2.29. Now held.

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.

D.B.S. to be completed at
first opportunity. D.B. Yule
to be renewed.

It is submitted that
this vessel is eligible for
TEN RECORD. BS 1.30

Subject to the
DONKEY BOILER
not being used again.
Delete DB press.

Yhm
4.7.30

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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