

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

(Received at London Office)

31 MAY 1933

Date of writing Report 29th May 1933. When handed in at Local Office 29 MAY 1933 Port of LIVERPOOL

No. in Reg. Book. 5645 Survey held at Liverpool. Date, First Survey 1st May Last Survey 29th May 1933. (No. of Visits 2)

5645 on the Machinery of the Wood Iron or Steel Lin. S.S. "Hornoi"

Gross Tonnage 3365. Vessel built at Belfast By whom Harland & Wolff Ltd When 1908.

Net Tonnage 3914. Engines made at Belfast By whom Harland & Wolff Ltd When 1908.

Nominal Horse Power 816. Boilers, when made (Main) 1908. (Donkey) ✓

No. of Main Boilers 4. Owners African S.S. Co. Owners' Address ✓ (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers ✓. Managers Alder & Simpson Lines Ltd. Port Liverpool. Voyage ✓

Steam Pressure in Main Boilers 216 lb. If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.) Harlington Dock

in Donkey Boilers ✓

Last Report No. 9904 Port Liv

Particulars of Examination and Repairs (if any) part - PS

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined.

Has a special damage report been 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? For only 1.5.33.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

Were any repairs done, state for what reasons? ✓

Were any parts of the Boilers could not be thus thoroughly examined? ✓

Were any 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? For only. 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? For only. , 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? For only. , and of the Donkey Boiler? ✓

Has a new 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 an old shaft now been changed? ✓ If so, state reasons ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has an old shaft now been 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? ✓

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

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

To Complete the PS the remaining 3 boilers to be examined and safety valves of all boilers adjusted under steam. The vessel is now laid up & this will be done later.

Examined the fore boiler externally and internally together with its mountings and found same in good condition.

General Observations, Opinion, and Recommendation:—

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.A.M.S. 9,11, or S.L.M.C. 9,11, 140 lb., E.D., &c.)

The Machinery of this vessel is in safe working condition and eligible in my opinion to remain as classed with fresh record of PS 5.33 on completion.

Survey Fee (per Section 20) (Lived 10/6/33) £ 1Special Damage or Repair Fee (if any) (per Section 20.) £ :Travelling expenses (if chargeable) £ :Committee's Minute LIVERPOOLAssigned Deferred for Comp

Fees applied for

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Received by me,

21.6/1933

FRI. 29 DEC 1933

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation