

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

Date of writing Report 25th April 1932 When handed in at Local Office 26th April 1932 (Received at London Office 26 APR 1932)

No. in Reg. Book. 20378 Survey held at AVONMOUTH Date, First Survey 18th April Last Survey 23rd April 1932 Port of BRISTOL (No. of Visits 4)

Tonnage Gross 4331 Net 2799 Vessel built at Dumbarton By whom A McMillan & Son Ltd. When 1907-2
Nominal Horse Power 410 Engines made at Greenock By whom Rankin & Blackmore When 1907
No. of Main Boilers 2.50 Boilers, when made (Main) 1907 (Donkey) 1907
No. of Donkey Boilers 1 Owners Essex Line, Ltd. Owners' Address London Voyage Donkey
Steam Pressure in Main Boilers 180 Managers Meldrum & Brinson
in Donkey Boilers 100 Surveyed Afloat or in Dry Dock At Avonmouth (State name of Dock.)

Last Report No. 30794 Port Sld
Particulars of Examination and Repairs (if any) Part B.S.

| CHARACTER, &c. for Special Survey. Date of last Survey and of Periodical Surveys. | Years since last survey or new survey required. | Machinery and Boiler Surveys (including date of N.B., if any) |
|-----------------------------------------------------------------------------------|-------------------------------------------------|---------------------------------------------------------------|
| <u>100 A1</u> | <u>7.30</u> | <u>L MC 1027</u> |
| <u>spat dk.</u> | <u>7.30</u> | <u>BS-4, 30</u> |
| <u>as off No 3-12, 19</u> | | <u>TS-7, 30-cl</u> |
| <u>as off No 2-27</u> | | |

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 dates and initials of any letters respecting this case. 4. 19. 4. 32

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? Yes

Was a damage report made by anyone else? If so, by whom? Yes

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

Do. " Donkey " " " " No

If this was not done, state for what reasons? Yes

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

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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted under steam? Not a question

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boiler? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? Yes

Has screw shaft now been drawn and examined? Yes 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 Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? 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 Yes

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

The donkey boiler to be exam'd in its entirety & its safety valve to be adjusted under steam. It is unanswerable however that the boiler is not being used.

Now done. Main boiler exam'd internally externally, doors mounting found in good efficient. All furnaces are more or less deflated & all the combustion chamber back considerably buckled & number of leady stays welded around the ends & several cracks in the back welded up. Port boiler tested under high water pressure at 180 lbs & found tight.

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. 9.11, B.S.M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)
is as now run in safe working condition, eligible in my opinion to remain as classed & to have runs of B.S. 4-22 when the survey is complete

Survey Fee (per Section 29) £4 : 0 : 0 Fees applied for 25th Apr 1932
Special Damage or Repair Fee (if any) (per Section 29.) £
Billing expenses (if chargeable) £ 2 Received by me 27.4.1932

Committee's Minute 11/10/32 TUE. 10 MAY 1932
Signed John L. Gwynne WED. 9 AUG 1932
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation

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

W613-0152

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

To be broken up

FRI. 13 APR 1934

White Lagoon Shl

" Fal (Lafay)

" dlay B. +

WY

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying

is not dampened 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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