

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

(Received at London Office

16 APR 1931

Date of writing Report

19

When handed in at Local Office

15/4/1931

Port of

NEWCASTLE-ON-TYNE

No. in
Reg. Book.

Survey held at North Shields

Date, First Survey

Apr 27 1931

(No. of Visits 3)

15361 on the Machinery of the Wood, Iron or Steel S. S. KAZEMBE

Tonnage { Gross 4676
Net 2938

Vessel built at Glasgow

By whom A. Stephen & Sons Ltd When 1907-5

Nominal
Horse Power { 514

Engines made at "

By whom " When 1907

No. of Main Boilers 2

Boilers, when made (Main)

1907

(Donkey) Aug. 1907

No. of Donkey Boilers 1

Owners E. Lerman & Bucknall S.S. Co. Ltd

Owners' Address

Steam Pressure—

Managers

(if not already recorded in Appendix to Register Book.)

in Main Boilers 180

If Surveyed Afloat or in Dry Dock

Both

in Donkey Boilers 180

(State name of Dock.)

Com. H. H. Smith & Co.

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
how
expiredMachinery and Boiler
Surveys
(including date of N.B., if any)

Last Report No.

Port

Locking.

Particulars of Examination and Repairs (if any) L. M. S.

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? 180 lbs/sq

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam? 180 lbs/sq

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? 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

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 7/32"

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

The main boilers with their mountings & safety valves examined & found in safe working condition.
Safety valves adjusted under steam to the above pressures.

Used placed in dry dock. Examination made of propeller & outside fastenings.

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, boilers, working pressures, &c.: thus, for example, B.S. 9.11, B.A.M.S. 9.11, or L.M.C. 9.11, 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 L.M.C. 9.11, 140 lb., F.D., &c.)

as far as seen is eligible in our opinion to remain as classed & have record of B.S. 3.31 as recommended in London Rpt 96145.

Survey Fee (per Section 28) £ 4 : 0 : 0

Fees applied for

15 APR 1931

Special Damage or Repair Fee (if any) £ :

Received by me,

Travelling expenses (if chargeable) £ :

27. 4. 1931

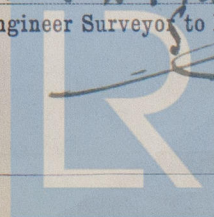
Committee's Minute

TUE. 28 APR 1931

Assigned

B.S. 3-31

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

B.S. due 3.31 Now Completed

It is submitted that
this vessel is eligible for
THE RECORD

B.S. 3.31

CP.
GB. 4.31.

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.

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