

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

(Received at London Office)

Date of writing Report

When handed in at Local Office 4/11

154. Port of BARRY.

No. in
Reg. Book.

Survey held at

BARRY.

Date, First Survey 30th Dec Last Survey 1st Jan. 1934

(No. of Visits 2)

32677 on the Machinery of the Wood, Iron or Steel S.S. "PAREORA"

Tonnage { Gross 8435
Net 5269

Vessel built at Bremen

By whom Akt. Ges. "Weser"

When 1915.

Nominal
Horse Power { 750

Engines made at Bremen

By whom A. G. "Weser"

When 1915.

No. of Main Boilers 4

Boilers, when made (Main) 1915

(Donkey)

No. of Donkey Boilers

Managers

Owners' Address

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

Port London

Voyage

Steam Pressure—
in Main Boilers 213

If Surveyed Afloat or in Dry Dock Graving

(State name of Dock.)

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 now applied.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A		* L.M.C. 6.3.29
With 2 nd 9.32.		B.S. 9.32
S.S. 6 th 1803-1, 21		S.S. 6 th 9.32
S.S. 1 st 2-29		

Last Report No. Port

Particulars of Examination and Repairs (if any) DAMAGE

(Periodical Surveys, when held, must be reported in detail and verbatim 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? Offered & not required

Was a damage report made by anyone else? If so, by whom? J. Underwood Surveyor.

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

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? —

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? —

, 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? —

, and of the Donkey Boiler? —

Has screw shaft now been drawn and examined? No 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? 1/8 full

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

Damage stated to have been caused through grounding at Newport Mon on the 20th Dec 1933.

NOW DONE: Properly re-fastened, main & tank injection valves opened out examined & found satisfactory. Minor repairs effected.

General Observations, Opinion, and Recommendation:—The machinery of the vessel so

(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. 2, 11, B.&M.S. 2, 11, or L.M.C. 2, 11, 140 lb., F.D., &c.)

for as seen is capable in my opinion to remain as now classed without further record

Survey Fee (per Section 28) £

Special Damage or Repair Fee (if any) £ 2-2-0

Travelling Expenses (if chargeable) £

Fees applied for

5/11 1934

Received by me,

16-1-1934

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

FRI. 12 JAN 1934

Deferred

FRI. 25 MAY 1934



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Lloyd's Register
Foundations