

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

(Received at London Office 29 SEP 1932)

Date of writing Report _____ When handed in at Local Office 22.9.32 Port of Glasgow

No. in Survey held at Glasgow Date, First Survey 18th August Last Survey 19th Sept. 1932

533/- on the Machinery of the Wood, Iron or Steel Swire S.S. "Pleasant" (No. of Visits 5)

Gross 9075 Vessel built at Belfast By whom Workman Black & Co. Ltd. When 1902-10

Net 5833 Engines made at do By whom do When 1902

801. Boilers, when made (Main) 1902 (Donkey) 1902

3DB Owners China Mutual Steam Nav. Co. Ltd. Owners' Address _____

1. Managers A. Holt & Co. (if not already recorded in Appendix to Register Book.)

200 lbs. Main Boilers do Port Liverpool Voyage _____

100 lbs. Donkey Boilers do Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Previous Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Drinking & B.S.

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Years elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1 3.32.		+LMC 6.29 B.S. 11.31.
1.1. Bkn 9.1 No. 3-325		T.S. CL 5.30.
1.1.96 No. 1.25.		

Periodical Surveys, when held, must be reported in detail and seriatim 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 the names and initials of any letters respecting this case.

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

Has a 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? Y/N

Do. " " Donkey " " " " Y/N

Was this not done, state for what reasons?

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

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? Y/N To what pressure were they afterwards adjusted under steam? 200 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Y/N To what pressure were they afterwards adjusted under steam? 100 lbs

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

Did the Surveyor examine the drain plugs of the Main Boilers? Y/N , and of the Donkey Boiler? Y/N

Did the Surveyor examine all the mountings of the Main Boilers? Y/N , and of the Donkey Boiler? Y/N

Has screw shaft now been drawn and examined? No. Is it fitted with continuous liner? Y Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Y

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

Has the shaft now fitted been previously used? Y Has it a continuous liner? Y Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Y

What is the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft? 5 3/32

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

Work Done:-essel placed in dry dock: Propellers, Stern bushes, sea chests & valves and outside fastenings examined and found in order. Safety valves adjusted as above.

Main & donkey boilers, mountings & safety valves examined and found in order.

Port Bottom:- Safety valve chest renewed. 2 broken screwed stays renewed.

Centre Bottom:- Starboard main stop valve seat renewed.

A number of fine cracks in landing edges of combustion chamber plating cut out & welded and rivets in way cut out & renewed where necessary.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel is in efficient condition and eligible, in my opinion, to remain as classed with full word of B.S. 9.32.

Survey Fee (per Section 29) B.S. £ 8 - - - Fees applied for 23.9.32

Additional Damage or Repair Fee (if any) (per Section 29.) £ : : : : :
 Printing expenses (if chargeable) £ : : : : :
 Committee's Minute GLASGOW 28 SEP 1932
 Signed B.S. 9.32.

Received by me, Geo. Edmunds Engineer Surveyor to Lloyd's Register of Shipping.
 20/10/1932



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

Noted

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.

Row
30-9-32

[Faint handwritten notes and calculations, including percentages like 1/2, 1/4, 1/8, and various illegible text.]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

