

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

(Received at London Office)

Date of writing Report 11th Sept 1933 When handed in at Local Office 11th Sept 1933 Port of Cardiff
 Date, First Survey and Last Survey 6th Sept 1933
 (No. of Vessels)

Survey held at Cardiff
 on the Machinery of the Wood, Iron or Steel Sc "SELLINGE"
 Gross 1710
 Net 1043
 Vessel built at South Shields By whom G. Pennington & Co. When 1919-20
 Engines made at Sunderland By whom McCull & Pollock Ltd When 1919
 Boilers, when made (Main) 1919 (Donkey) ✓
 Owners Constance (South Wales) Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers M. Constant Port London Voyage ✓
 If Surveyed in Dry Dock Junction Docks
 (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.	CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1- 3.32.		+LMC.
SSCFEN ^o 3- 3.32.		MS. - 3.32.
		B.S. - 1.33.
		CL. - 3.32.

CARGO BATTENS NOT FITTED.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the basis 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 names and initials of any letters respecting this case.

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? ✓

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? no

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? no

Was not done, state for what reasons? Boiler survey not due.

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? ✓ 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 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? ✓ , and of the Donkey Boiler? ✓

Has the 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? no

Has the 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? ✓

Is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/16"

Where and when tested? Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete

Now done.

Vessel placed in dry dock, propeller & outside fastenings examined.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is 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.M.S. 9,11, or L.M.C. 9,11, 130 lb., F.D., &c.)

eligible, in my opinion, to remain as classed in the Register Book without fresh record.

(per Section 29) £ : Fees applied for

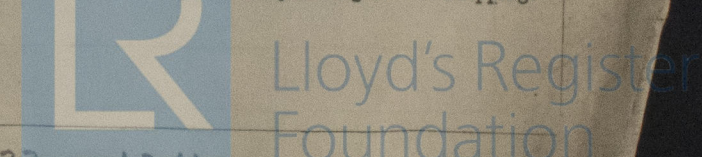
Survey or Repair Fee (if any) £ : Received by me,

Expenses (if chargeable) £ : 19

Attorney's Minute FRI. 22 SEP 1933

As now

J.D. Hulston 2020
 Engineer Surveyor to Lloyd's Register of Shipping.



W633-0174

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.

*It is submitted that
this vessel is eligible to
remain as CLASSED.*

*HM
19.9.33*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register
Foundation