

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

(Received at London Office)

27 JUN

Date of writing Report 23<sup>rd</sup> June 1933 When handed in at Local Office 24<sup>th</sup> June 1933 Port of Salmouth  
 No. in Reg. Book. 63201 Survey held at Salmouth Date, First Survey 13<sup>th</sup> June '33 Last Survey 13<sup>th</sup> June 1933  
 on the Machinery of the ~~Wood~~ Steel 1/2 GREENWICH (No. of Visits 1)

Tonnage } Gross 3554  
 Net 2237 Vessel built at South Shields By whom J. Readhead & Sons. When 1904-10  
 Nominal Horse Power } 293 Engines made at South Shields By whom J. Readhead & Sons. When 1904-10  
 No. of Main Boilers 2.5E. Boilers, when made (Main) 1904. (Donkey) N.D.B. 1928  
 Owners Britains. S. Co. Ltd Owners' Address (Donkey) N.D.B. 1928  
 No. of Donkey Boilers 1. Managers Watts, Watts & Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 160 lbs Port London Voyage Laid up  
 in Donkey Boilers 120 lbs If Surveyed Afloat or in Dry Dock Afloat: River Sal (State name of Dock.)

Last Report No. 7790 Port Sal

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

(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 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. H. 14/6/33, S 23/6/33)

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? no

Do. " Donkey " yes

If this was not done, state for what reasons? main boilers not prepared

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? ✓

State latest date of internal examination 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? yes To what pressure were they afterwards adjusted under steam? To be done

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

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? none fitted

Did the Surveyor examine all the mountings of the Main Boilers? ✓ , and of the Donkey Boiler? yes

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 date of examination of Screw Shaft ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ✓

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 safety valves require to be adjusted under steam. It was stated that the survey would be completed at the first opportunity

How done:- At the request of the Owners examined the donkey boiler internally and externally together with mountings and safety valves and found same generally in good condition

General Observations, Opinion, and Recommendation:— The machinery parts seen are good and efficient condition and eligible, in my opinion, to remain as done with a first record of D.B.S. 6-33 when completed as above.

(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 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 140 lb., F.D., &c.)

Survey Fee (per Section 29)..... £ 2 : 0 : 0 Fees applied for 24<sup>th</sup> June 1933

Special Damage or Repair Fee (if any)..... £ : : : (per Section 29.)

Travelling expenses (if chargeable)..... £ : 5 : 6 Received by me, 29.6.1933

Committee's Minute

Assigned See Wreck Report.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any)
* 100 A.1.	5.30	* L.M.C. 8.28
SS Shl 2-4/103-629		M.B.S. 1.31 T.S.C. 4.31.
		M.B.S. 28

Survey Fee (per Section 29)..... £ 2 : 0 : 0  
 Special Damage or Repair Fee (if any)..... £ : : :  
 Travelling expenses (if chargeable)..... £ : 5 : 6

G. Clarkaux  
 Engineer Surveyor to Lloyd's Register

Committee's Minute  
 Assigned See Wreck Report.



W649-0155