

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

No. 23097

Date of writing Report 11th Jan 1933

(Received at London Office

12 JAN 1933)

No. in Reg. Book. Survey held at NEWPORT, MON.

When handed in at Local Office 11 JAN. 1933

Port of NEWPORT, MON.

Date, First Survey 19th Dec. 32 Last Survey 7th Jan. 1933Tonnage { Gross 4515
Net 2841

Vessel built at Belfast.

By whom Workman, Clark & Co. Ltd. When 1904-6

Nominal Horse Power 430

Engines made at Do.

By whom Do.

No. of Main Boilers 3

Boilers, when made (Main) 1904.

(Donkey) ✓

No. of Donkey Boilers ✓

Owners Royal Mail Lines, Ltd.

Owners' Address

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

Steam Pressure in Main Boilers 205

Managers

Port Belfast.

Voyage

in Donkey Boilers ✓

If Surveyed Afloat or in Dry Dock Comm. D. D.

(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 and expired.	Machinery and Boiler Survey (including date of N.B., if any)
100A1 9.31.		LMC
SS Lin 2nd 40.3-9.29.		MS 9.29.
		BS 9.31.
		ALLOYD'S RMC
		1.32.
		TS 9.29 el.

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

Last Report No. Port

Particulars of Examination and Repairs (if any) BS & Rep.

(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. H. 2/1/33

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? ✓

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? 205 lbs ✓

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 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 3/16" bare

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done on 11th Jan. Rep. N.° 23097 ✓ See Lt. 2/1/33.

Vessel in dry dock. Propeller and all outside fastenings examined & found in order. The wear down of the Propeller shaft being only 3/16" bare. The shaft was not drawn for examination. The shafting otherwise so far as seen being in order.

New Circulating Pump Casing now fitted & pump thoroughly overhauled & tried under working conditions & found satisfactory. Note. Sea Connection for Refrigeration opened out & examined in order. BS. - Aft & Star Main Boilers opened out & examined in their entirety and found in good condition. Port Main Boiler re-examined on the 19th Dec. 1932 and found in good condition. All safety valves adjusted and Boilers examined under steam & found in order.

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 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, E.B.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.P., &c.) so far as now seen is eligible to remain as classified with Record of B.S. 1.33.

Survey Fee (per Section 29) £4. : : :

Fees applied for

Special Damage & Repair Fee (if any) £1. : : :

11 Jan 1933

Travelling expenses (if chargeable) £ : : :

Received by me,

Committee's Minute

TUE. 24 JAN 1933

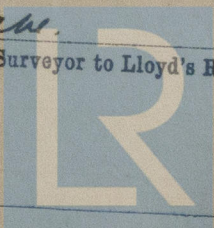
WED. 7 JUN 1933

Assigned

Arrow

without left corner
B.S. 1.33

W649-0203



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