

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

11 APR 1933

(Received at London Office)

Date of writing Report April 10th 1933 When handed in at Local Office April 10th 1933 Port of Talmouth
No. in Reg. Book. Survey held at Talmouth Date, First Survey March 31st 1933 Last Survey March 31st 1933
(No. of Visits 1)

69. on the Machinery of the ~~Wood~~ Steel 5/8 "MEDMENHAM"
Gross 3474 Vessel built at Sunderland By whom J. L. Thompson Sons Ltd When 1904-H
Net 2183 Engines made at Sunderland By whom J. Dickinson Sons Ltd When 1904-H
al power } 321. Boilers, when made (Main) 1904. (Donkey) 1904.
Main Boilers 2SE Owners Britain S.S. Co Ltd Owners' Address Port London Voyage Laid up.
Donkey Boilers 1. Managers Watts, Watts & Co Ltd (if not already recorded in Appendix to Register Book.)
Pressure in Boilers 150 lbs/12 If Surveyed Afloat or in Dry Dock Afloat: River Truro. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Donkey Boilers 150 lbs/12 (State name of Dock.)

Report No. 7554 Port Fal.

Particulars of Examination and Repairs (if any) Gen. Exam of Bls

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent 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 being detailed in the body of the report, should be briefly summarized at the end of the report. State also the date and initials of any letters respecting this case. H 29/3/33.

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

Special damage report made by anyone else? If so, by whom? ✓

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes 31/3/33

" Donkey " " " Yes 31/3/33

Special examination not done, state for what reasons? ✓

Special parts of the Boilers could not be thus thoroughly examined? ✓

Special 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? ✓

Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? To be done.

Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? To be done

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

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

Surveyor examine all the mountings of the Main Boilers? no, and of the Donkey Boiler? yes

Special 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? ✓

Special shaft now been changed? ✓ If so, state reasons ✓

Special 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? ✓

Special distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft ✓

Special survey is not complete, state what arrangements have been made for its completion and what remains to be done General examinations of

boilers complete. See Secretary's letter H. 17/3/33. See also Fal. Rpt No 7554.

how done:- Donkey boiler examined internally and externally with safety valves and mountings, same found generally in good condition

Opportunity was also taken to make a general examination of the main boilers internally and externally together with their safety valves and boilers found satisfactory

General Observations, Opinion, and Recommendation:— The machinery parts now seen 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.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

are in good and efficient condition and eligible, in my opinion, to remain as classed without fresh record of survey

Survey Fee (per Section 29) Gen Exam of Dry Bls £ 1 : 0 : 0
Special Damage or Repair Fee (if any) (per Section 29.) £ — : — : —
Travelling expenses (if chargeable) £ — : — : —

Fees applied for April 10th 1933
Received by me, 18-4 1933

Committee's Minute Assigned Deferres for B.S.M.

FRI. 21 APR 1933

TUE. 18 JUN 1933

Engineer Surveyor to Lloyd's Register of Shipping. G. Clark & Co

FRI. 23 JUN 1933

Deferred 20/3/33

To be broken up

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

Is a Certificate required? If so, to be sent to

Clare 10.37 laid up.

Orders generally issued

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 shew through to the other side.

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

29

18/4/33

[Faint, mostly illegible handwritten notes and signatures in the main body of the document.]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register
Foundation