

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

(Received at London Office)

6 MAY 1929

Date of writing Report 4<sup>th</sup> May 1929 When handed in at Local Office 4<sup>th</sup> May 1929 Port of CARDIFF

Survey held at CARDIFF. Date, First Survey 26 April Last Survey 2-5-1929

B70 on the Machinery of the Wood, Iron or Steel SC. RADYR etc JURA

Gross 2280  
 Net 1298  
 411.  
 Boilers 250  
 Donkey Boilers   
 Vessel built at BELFAST. By whom Harland & Wolff, Ltd. When 1918-6  
 Engines made at BELFAST. By whom Harland & Wolff When 1918  
 Boilers, when made (Main) 1918 (Donkey)  
 Owners Rupert Phillips, S.S. Co. Owners' Address 17 The Exchange, CARDIFF  
 Managers Franklin Thomas (if not already recorded in Appendix to Register Book)  
 Port CARDIFF. Voyage  
 Surveyed Afloat or Dry Dock Roath Wet, Commercial Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)  
 (State name of Dock.) Dry Dk.

Report No. \_\_\_\_\_ Port \_\_\_\_\_

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

At 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 damaged machinery (the cause of which must be stated) should be separated from repairs due to other causes; and the nature of such repairs should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has made a special damage report, and why they were declined?

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Has the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

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?

Has the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

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

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler?

Has the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boiler?

Has the Surveyor examine all the mountings of the Main Boilers? Yes, 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?

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?

What is the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft? 1/8"

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done? Complete

Vessel placed in Dry Dock. Propeller & outside fastenings examined and found good.

Port & Starboard Main Boilers examined internally & externally with mountings, doors & fastenings. Afterwards examined under steam with Safety Valves adjusted as above.

Now done: - Boiler end plate planges in way of Port & Centre Manhole doors built up with Electric Welding.

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, B.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

So far as has been seen is in good condition & is, in my opinion, eligible to remain as classed with fresh record of survey B.S. 5.29.

Survey Fee (per Section 28) £ 3 - - - Fees applied for 2<sup>nd</sup> May 1929  
 Special Damage or Repair Fee (if any) £ \_\_\_\_\_  
 Travelling Expenses (if chargeable) £ \_\_\_\_\_  
 Received by me, A. J. Bennett Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute \_\_\_\_\_ FRI. 17 MAY 1929  
 Assigned B.S. 5.29



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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

Plane 529 held.

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.

Pl 529

251  
14/5/29

23 March 29

*[Faint, mostly illegible handwritten text on lined paper, possibly bleed-through from the reverse side.]*

