

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

(Received at London Office)

3 NOV 1934

Date of writing Report

When handed in at Local Office

2/11/34

Port of

NEWCASTLE-ON-TYNE

No. in
Reg. Book.

Survey held at

Blyth

Date, First Survey

15 Oct

Last Survey

24 Oct 1934

(No. of Visits 5)

43403. on the Machinery of the ~~Wood, Ironer~~ Steel S. S. Cape Bonarri.Tonnage { Gross 5146
Net 3234

Vessel built at

W. Harlepool

By whom

W. Gray & Co. Ltd.

When 1912-11.

Nominal
Horse Power { 520

Engines made at

do ~

By whom

W. Gray & Co. Ltd.

When - do -

No. of Main Boilers

Boilers, when made (Main)

1912

(Donkey)

1912

No. of Donkey Boilers

Owners

Owners' Address

(if not already recorded in Appendix to Register Book)

Port Glasgow

Voyage Italy

Steam Pressure—
in Main Boilers

Managers

If Surveyed Afloat or in Dry Dock

Afloat, Blyth

(State name of Dock.)

Harbour.

Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements).

CHARACTER. X for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned or expired	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A. 1. 2. 3. 3.		+ L.M.C. 9. 29.
A. S. Rot 4. 2. 3. -		M. B. S. 9. 33.
6. 25.		D. B. S. 12. 33.
A. S. Rot 4. 2. 1. - 29.		T. S. O. A. 8. 33.
Carrying kitchard oil in deck tank		

Last Report No. Port

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

(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.)

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? ☒ Yes

Donkey " " " " " " " " " " " "

If this was not done, state for what reasons?

Boiler not prepared for survey

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? 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? ☒ Yes 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 Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now fitted been previously used? Has it a continuous liner? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Engine parts, when referred to by numbers, should be counted from forward.

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

A general examination has now been made of the whole of the vessel's main & auxiliary machinery, no parts opened or dismantled for survey, all found in good order. The machinery has been tried throughout under working conditions & all found satisfactory.

Please see London letter of the 10/10/34.

General Observations, Opinion, and Recommendation:—

(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.)

The above is forwarded for the information of the Committee.

Survey Fee (per Section 29) Charged or
Special Damage or Repair Fee (if any) Full Repair
Travelling expenses (if chargeable)

Fees applied for

19

Received by me,

19

Committee's Minute

Assigned

FRI, 16 NOV 1934

TUE. 29 JAN 1935

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W692-0031