

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

(Received at London Office)

13 SEP 1934

Date of writing Report 19 When handed in at Local Office 19 Port of *Ragby*,  
 No. in Reg. Book *17176* Survey held at *Hafnafford*, Date, First Survey *1 July* Last Survey *2 August 1934*  
*on the Machinery of the Wood, Iron or Steel* *St. Walpole* (No. of Visits *6*)  
 Tonnage Gross *387* Vessel built at *Gelby*. By whom *Coarane & Son Ltd* When *1914-8*  
 Net *122* Engines made at *Gull*. By whom *C. D. Williams & Co.* When *1914*  
 Nominal Horse Power *85* Boilers, when made (Main) *1914* (Donkey)  
 No. of Main Boilers *2* Owners *Self Wipell* Owners' Address *Hafnafford*  
 No. of Donkey Boilers *0* Managers *A. Telford* (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers *200 lb.* Port *Hafnafford* Voyage  
 in Donkey Boilers  
 If Surveyed Afloat or in Dry Dock *Afloat & Shipway*  
 (State name of Dock.) *Hafnafford Rgh*

Last Report No. *91019* Port *NWC*

## Particulars of Examination and Repairs (if any)

(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*

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?

State latest date of internal examination of each boiler *1 August*Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes*To what pressure were they afterwards adjusted under steam? *200 lb.*

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? *Yes*

, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? *Yes*

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? *Yes*

, 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 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 *Complete Special**Survey of machinery and boiler.*

All cylinders, pistons, slide-valves, pumps, condenser, shafting, propeller, sea connections and their fastenings and the general arrangement of coaks, pipes, bilge suction, roses etc. examined.

The boiler with its safety valves, doors and mountings, examined inside and outside and the safety-valves afterwards adjusted under steam to the working pressure stated above.

The boiler and machinery is in good and efficient condition and the following repairs made. *P.T.O.*

General Observations, Opinion, and Recommendation:— *This vessel's machinery is in good and efficient condition in my opinion eligible to remain as classified and to have the record of L.M.C. 8, 34 in Register Book.*

Survey Fee (per Section 29) £ 8 : 8 : Fees applied for *19 34*  
 Special Damage or Repair Fee (if any) £ : : Received by me, *19 34*  
 Travelling expenses (if chargeable) £ : :  
 Committee's Minute  
 Assigned *+ L.M.C. 8.34*

FRI. 21 SEP 1934

CERTIFICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W692-0050

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

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



SS. No. 2000 9. 24  
Now held on machinery  
Machinery again specified

It is submitted that  
this vessel is eligible for  
THE RECORD.

James P. 24

Yours

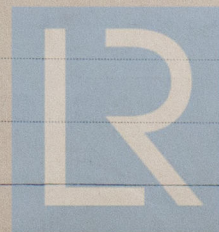
17.9.24

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.

The one cover on end of condenser pitted, renewed, the  
main engine feed and bilge pumps dressed up on plungers and  
gland-boss and neckings renewed, the valves and seatings renewed.  
The donkey-engine repaired, circulation-engine repaired, electric-light-  
ing-engine repaired, trawlering repaired, all slide-valve-rods  
to main engine dressed up, and also all bearings in main  
engine dressed up.

M. J. P.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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