

(Received at London Office 30 MAY 1925)

Date of writing Report _____ 19____ When handed in at Local Office 29/5/1929 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. *Survey held at* Walsand *Date, First Survey* 3rd April *Last Survey* 22nd May 1929
81458 on the Machinery of the Wood, Iron or Steel *T. & S. Port-Denis* *(No. of Visits)* 23

Tonnage { Gross 8191
 Net 5152

Vessel built at Belfast By whom, Wigham Black & Co. Ltd. Then 1918-5

Nominal Horse Power } 809 Engines made at ~ do ~ By whom ~ do ~ When ~ do -
No. of Main Boilers 4 Boilers, when made (Main) 1918. (Donkey) 1918.

No. of Donkey Boilers	2	No. of Main Boilers	4
Steam Pressure— in Main Boilers	100	Owners <i>Commonwealth and</i>	Owners' Address
		Managers <i>Panama Line, Ltd.</i>	(If not already recorded in Appendix to Register Book). Port <i>London</i> Voyage <i>Antwerp</i>

in main Boilers 200
in Donkey Boilers -

If Surveyed Afloat or in Dry Dock in Hunter Dry Dock
(State name of Dock.)

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

1 afloat, Walling.

Last Report No. _____ *Port* _____

Particulars of Examination and Repairs (if any) **F.B. + L.M.E.**

(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 the same.)

Particulars of Examination and Repairs (if any)	Amount of Periodical Surveys.	Y. A. or P. (including date of N.B., if any).
F.B. + L.M.E.	+100.2.1.22.24	+L.M.E. 6.26

with of 12. 9.28. 13.8. 9.28.
1.8.10. 12.26, 14.8.10. 6.26.

On 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

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 900 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?

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 an approved small _____

Is shaft now been changed? no If so, state reasons _____

Is 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? _____

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

Has Bone.

tail shafts drawn & examined. The tail shaft liners have been skinned
line & the stem tube broken in 2 places.

The Propellers + the sea connections + fastenings examined

* found in good order.

tunnel shapings & bearings, air circulating, feed

large pumps, condensers, steering, & windlass engines
the machinery in a

put into good order. Auxiliary pumps & pumpings

arrangements also examined & found in good order.

(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. 911, B.&M.S. 911, or $\frac{1}{2}$ L.M.C. 911, 150 lb., F.D., &c.)

vessel is in good condition & eligible, in my opinion,
to remain as classed & I have been instructed to

29 + 5. 8. 8. 1. 29.

roy Fee (per Section 29) £14 - - - Fees applied for

Additional Damage or Repair Fee (if any)..... \$ 10.10 -
(per Section 28.)
Selling Expenses (if applicable).....
Received by me, *[Signature]*

Committee's Minute

signed + d. AC 5.29

Note added
 5529
 CERTIFICATE WRITTEN 17.6.24
 1073-0094 (1/2)

MS. A. 9. 2. 1. 1. 1. 1.

Power Wdr exhaust turbines

filled.

Exhaust & circulating pumps

filled.

Engines & boilers examined.

Both J.S. 29.

7th Dec 5:29.

To existing spare records add

8" 2" L.P. turbine with 28.

2" 2" L.P. turbine with 28.

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N.B.—If this Report is copied by copying Press, special care must be taken that the copying paper is not so much lumped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

S. & S. "Port" Division.

The crank shafts have been lifted & the main bearings re-settled.
Shafting relieved fair throughout.
The main engine ahead guide shoes re-settled.
Air pump liners re-set, new bushels fitted.
Piston rings renewed in S. P. cylinders.
Main steam pipes examined in way of flanges & found in good order.
Two new main condensers have been fitted.
Two new oil lubricating pumps have been fitted.
New type 10" 9" 24"
Two new main circulating water pumps, Drysdale type, have been fitted.
The main boilers examined in their entirety, found in put into good condition & their safety valves adjusted under steam to working pressure.
The starboard after main boiler starboard end furnace, the starboard forward main boiler port end furnace and the port forward main boiler both end furnaces have been renewed in a satisfactory manner.
The boilers have been tested by hydraulic pressure to 280 lbs per sq inch & found tight & satisfactory.
Minor welding repairs have been carried out on the C. C. bottom plate landings.
Two new S. P. Bauer-Wach turbines have been fitted to work in conjunction with the existing reciprocating engines & have been tried under full working conditions & found satisfactory.

Edw. A. Ferguson.