

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

(Received at London Office JUL 23 AM 1918)

Date of writing Report 20th April 1918 When handed in at Local Office 22nd April 1918 Port of CARDIFF

No. in 532 Survey held at Pemarth Date, First Survey 3rd April Last Survey 13th April 1918
on the Machinery of the Wood, Iron or Steel 4 1/2" Nora (No. of Voids 6) Master

Damage } Gross 3933 Vessel built at Newcastle By whom R Stephenson & Co Ltd When 1908-1
 } Net 2537 Engines made at West Hartlepool By whom Richardson & Sutcliffe When "
Registered Horse Power 314 Boilers, when made (Main) 1908 (Donkey) "
No. of Main Boilers 2 Owners Universal S & Co Ltd (P Samuel & Co) Port London Voyage "
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Dry, Pemarth, Porthcawl Particulars of Classification (which must be inserted
in Main Boilers 165 H (State name of Dock.)
in Donkey Boilers 90 H

Last Report No. Port

Particulars of Examination and Repairs (if any) White fast. 100A1
SS Eff No 2-16
Poly 8-17
LMC 12-16
75 12-16

Where 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 " " " Yes

If this was not done, state for what reasons?

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 170 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 75 lbs no more reqd.

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

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? Yes

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? or two liners? or is it without liners?

Has the shaft now been changed? If so, state reasons

Has the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3 3/16"

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

Where and when tested and Superintendent. The Main and Donkey Boilers have been opened up and examined together with their Safety valves and mountings and found or put in good condition. Lower manhole flanges on main boiler repaired by oxy acetylene welding. The main boiler burners are somewhat hot out of shape, but safe working not affected. Some plain tubes in main boiler renewed and 8 stay tubes closed up by permanent stoppers. Whilst vessel was on the Pontoon the Propeller Stern bush and outside fastenings of sea connection examined and found in order

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is in a safe working condition and in my opinion eligible to be retained as at present classed in the Register Book with fresh record of P.S. H. S.

Survey Fee (per Section 25) £ 2 : 0 : 0 Fees applied for 22 April 1918
Special Damage or Repair Fee (if any)
Selling Expenses (if chargeable) Received by me, T W Webb
25 1918 6-5-18
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 30. APR. 1918
Signed AS 4.18
Lloyd's Register Foundation
W811-0067

BS due 12. 17. now 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.

THIS REPORT IS ELIGIBLE FOR
THE RECORD. BS 4. 18.

J.S.
23. 4. 18.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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