

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

(Received at London Office)

16 JUN 1930

Date of writing Report 10 When handed in at Local Office 14 June 1930 Port of Belfast

No. in Reg. Book. 26171 Survey held at Belfast Date, First Survey included in 1st Entry report. Last Survey 19 (No. of Visits)

Tonnage Gross 289 Net 2148 Vessel built at 5th Entry Reports, Cammell Laird Ltd. When 1924-4

Nominal Horse Power 981 Engines made at 20 By whom 20 When 20

No. of Main Boilers 1 Boilers, when made (Main) (Donkey) 1924

No. of Donkey Boilers 1 Owners' Address Owners' Ballboa Shippg Co Inc. (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 1 Managers United Fruit Co. Port Panama. Voyage Puerto Castilla

in Donkey Boilers 140 If Surveyed Afloat or in Dry Dock Yes. (State name of Dock.)

Last Report No. Port

## Particulars of Examination and Repairs (if any) +LMC.

(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? ✓

Do. " Donkey " " " Yes.

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? ✓

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? Yes.

To what pressure were they afterwards adjusted under steam? 140 lbs. D.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓

, and of the Donkey Boilers? Yes.

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? Yes.

Has screw shaft now been drawn and examined? Yes.

Is it fitted with continuous liner? Yes.

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

Has shaft now been changed? No. 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Working fit.

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

Now done. Vessel placed in dry dock, outside fastenings, sea cocks & valves, thrust & screw shafts examined and placed in good condition & refitted in good order.

All original pumps which have been refitted examined, placed in good condition & refitted in good order.

Donkey boiler examined internally & externally together with all mountings, doors & fastenings. Safety valves adjusted under steam as above.

## General Observations, Opinion, and Recommendation:— The above mentioned machinery of this

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

Vessel is now in good order and eligible in my opinion to remain as classed, with record LMC 6,30. CL 6,30. OG. DBS. 6,30.

Survey Fee (per Section 28) £ 2 : 0 : 0. Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : ✓

Selling expenses (if chargeable) £ : : ✓

Committee's Minute

FRI. 11 JUL 1930

Signed + NEV B 6.30 F.D.

+ L.M.C. 6.30

CERTIFICATE WRITTEN

John K. Williams

Engineer Surveyor to Lloyd's Register of Shipping.

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