

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

(Received at London Office

4 NOV 1932

Date of writing Report 19 When handed in at Local Office 3 Nov 1932 Port of Sunderland

No. in Reg. Book. Survey held at South Shields Date, First Survey Nov 1932 Last Survey Nov 3 1932
 79160 on the Machinery of the ~~Wood, Iron or Steel~~ Sc. "WANDLE" (No. of Visits 1)

Tonnage { Gross 1490
 Net 960 Vessel built at Burntisland By whom Burntisland S.B. Co. Ltd. When 1932

Nominal Horse Power { Engines made at Sunderland By whom H. E. Mannie & Co. Ltd. When 1932

No. of Main Boilers Boilers, when made (Main) 1932 (Donkey) -

No. of Donkey Boilers Owners Wardsworth & District Ins. Co. Owners' Address -
 Steam Pressure in Main Boilers Managers - (if not already recorded in Appendix to Register Book).
 in Donkey Boilers If Surveyed Afloat or in Dry Dock Afloat Swamp Port London Voyage -

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

Last Report No. - Port -

Particulars of Examination and Repairs (if any) Thrust Shaft

Periodical Surveys, when held, must be reported in detail and verbatim 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. Letter to Secretary dated 2-11-32.

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 -

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how expired.	Machinery and Boiler Surveys (Including date of N.B., if any).
100 A1.		
<i>With freeboard class 6 on templates.</i>		

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 " " " " -

If this was not done, state for what reasons? -

And what parts of the Boilers could not be thus thoroughly examined? -

So 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? - 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 Boiler? -

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? -

Is screw shaft now been drawn and examined? - 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? -

Is shaft now been changed? - 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? -

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.

How Done. Michel thrust opened up for examination. Thrust collar, shaft in way and thrust pads examined. All found to be satisfactory.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel, as now
 (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, 149 lb., F.D., &c.)
is in a good & efficient condition, and eligible in my opinion, to have the notation recommended in Std. Report of First Entry No. 31077.

Survey Fee (per Section 25)..... £	Fees applied for
Special Damage or Repair Fee (if any)..... £	
Traveling Expenses (if chargeable)..... £	
	Received by me, £ 19

Committee's Minute FRI. 4 NOV 1932
 signed see file attached

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 Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation

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

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