

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

-1 APR 1931

(Received at London Office)

Date of writing Report 31/3 1931 When handed in at Local Office 31/3 1931 Port of Southampton
Survey held at Cowes Date, First Survey 3/3/31 Last Survey 23/3 1931 (No. of Visits 3)
698 on the Machinery of the Wood, Iron or Steel ~~re. fr.~~ BAKAR
Gross 330 Vessel built at E. Cowes By whom J. J. White & Co Ltd When 1931
Net Engines made at Cowes By whom do When 1931
Boilers, when made (Main) 1931 (Donkey)
Owners J. J. White & Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
Managers Port Cowes Voyage
If Surveyed Afloat or in Dry Dock Cowes
(State name of Dock.)
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

st Report No. 14246 Port Southampton
Particulars of Examination and Repairs (if any) Completion 1st Entry
Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use 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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.
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? ☒
Is 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?

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? ☒ To what pressure were they afterwards adjusted under steam? 203 lb/sq in
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 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 the 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 the 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? ☒
Measure 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.

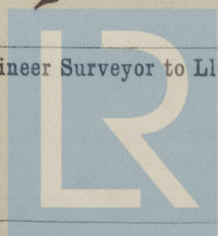
How done completing 1st Entry: In our reports no. 14246.
The safety valves adjusted & tested under steam, on 3/3/31, the thickness of the washers being 1/32" port & 3/8" starboard.
The main & auxiliary machinery tested under working conditions on 17/3/31 & 23/3/31 and found satisfactory.
The revolutions of the main engines at full speed were 140 per minute.
The items of spare gear required by the Rules checked: all the items mentioned in our report have not yet been put aboard but are either in store or on board.
The pumping arrangements have been altered as follows p.t.o.

General Observations, Opinion, and Recommendation:—
(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.)
The machinery of this vessel is eligible, in my opinion, for classification with notations mentioned in our report no. 14246.

Survey Fee (per Section 28) £ : : Fees applied for
Special Damage or Repair Fee (if any) £ : :
(per Section 28.)
Travelling expenses (if chargeable) £ : :
Received by me, £ 19

Committee's Minute WED. 8 APR 1931
Assigned See F.E. Rpt.

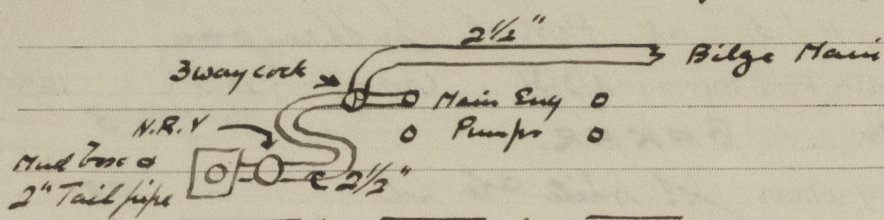
L. J. Home
Engineer Surveyor to Lloyd's Register of Shipping.



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Additional section at after end of E.R. fitted as follows:-



The connection to the fore hold (c) from the distribution box in the Engine Room is now led to a second distribution box in the Engine Room & thence to port & starboard of fore hold, both sections being through N.R.V.'s & 2" dia; This arrangement being required by the fitting of tanks in the hold.

"Electric Fittings"

The insulation resistance tested & found good.
 The running order trials made with satisfactory results.
 The ampamps adjusted with & without the electric installation at work at full power: the effect of switching on & off circuits & lights in the vicinity of the ampamps noted - zero.
 Dates of survey 17/3/31 & 18/3/31.

N.B.—If this Report is copied by copying Press, special 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 SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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

+ value 3.31

4/4/31



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