

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

12 AUG 1941

(Received at London Office)

Date of writing Report

19

When handed in at Local Office

31/7/

19

41

Port of

NEWCASTLE-ON-TYNE

No. in
Reg. Book.

Survey held at

Newcastle

Date, First Survey

29.7.41

Last Survey

30.7.1941

(No. of Visits Two)

69149. on the Machinery of the Wood, Iron or Steel

S.S. "AFON TOWY"

Tonnage

Gross 684

Net 336

Registered

82

Horse Power

No. of Main Boilers 258

No. of Donkey Boilers

Steam Pressure—

in Main Boilers 180 lb

in Donkey Boilers

Vessel built at Southampton

By whom

Dibbs (1918) Ltd.

When 1919

12

Engines made at

Sunderland

By whom

MacCall & Partners Ltd

When 1919

Boilers, when made (Main)

1919

(Donkey)

Owners Afon Llidi S.S. Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Managers W. Coombs & Sons

Port Newcastle

Voyage

Surveyed Afloat or in Dry Dock

On Mitchell's Slip

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

Last Report No.

Port

Particulars of Examination and Repairs (if any) Docking.

(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? No

" " 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, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler

Present condition of funnel(s)

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 Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

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? No

Has shaft now been changed? No If so, state reasons

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

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

State date of examination of Screw Shaft 30/7/41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Is electric light and/or power fitted

Engine parts, when referred to by numbers, should be counted from forward.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

Now Done - Vessel placed in the slipway. exam'd propeller, outside fastenings of sea connections - stentube - tail shaft (inboard) thrust shaft - collars also exam'd - all placed in good order.

Repairs - stentube lower half rewooded - one coupling bolt renewed - thrust shaft white metal dressed up.

General Observations, Opinion, and Recommendation: The machinery of this vessel.

(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, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

as far as was exam'd, is eligible in my opinion, to remain as classed & to have the fresh record. T.S. CL. 7.41.

Survey Fee (per Section 29) £

Fees applied for

Special Damage or Repair Fee (if any) £

Received by me,

Travelling expenses (if chargeable) £

19

Committee's Minute

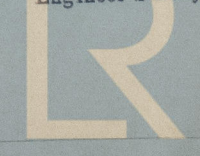
TUE. 2 SEP 1941

Assigned

Deferred

W. Nicholson

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register

Foundation

W1-0025

It is submitted that
this vessel is eligible to
remain as CLASSED.

Write examination of throat-
shape as per-ss
due 1.40.

17/8/10
17/8/10

14.

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