

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 31/7/41 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)

69199 on the Machinery of the Wood, Iron or Steel S.S. "AFON TOWY"

Tonnage Gross 684 Net 336 Vessel built at Southampton By whom Dibbs (1918) LTD. When 1919 12.

Engines made at Sunderland By whom MacCall of Pocklington When 1919.

Registered Horse Power 82 Boilers, when made (Main) 1919 (Donkey) —

No. of Main Boilers 258 Owners Afon Llidi S.S. Co. LTD. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers — Managers W. Coombs & Sons. Port Blaneely Voyage

Steam Pressure in Main Boilers 180 lb. Surveyed Afloat or in Dry Dock On Mitchell's Slip. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers —

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? —

If this was not done, state for what reasons? Not due for survey.

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) Eff.

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 fit. rewound.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted —

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 on 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 - stern bush lower half rewound - 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, E.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 class'd & to have the fresh record. T.S. CL. 7.41.

Survey Fee (per Section 29) £ 19 Fees applied for

Special Damage or Repair Fee (if any) (per Section 29.) £ Received by me, 19

Travelling expenses (if chargeable) £

Committee's Minute TUE. 2 SEP 1941

Assigned Deferred



